

MARCH 28, 1912

PRICE 10 CENTS

MAR 28 1912

# Leslie's

THE PEOPLE'S WEEKLY

## THE FASTEST BOAT IN THE WORLD



HERBERT  
MEYER

“T h e y L a u g h T h a t W i n”

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THE CHARLES N. SWINER PRESS



"Nothin's too good fer the Irish!"

Painted by James Leslie Wallace for Cream of Wheat Co.

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FOR CASES OF STOMACH  
Delicious foods for  
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NOT IMITATIONS  
LOOK LIKE DIAMONDS  
WEAR LIKE DIAMONDS

**A Marvelous Synthetic Gem**  
The greatest triumph of the Oxy-Hydrogen Furnace. Will cut glass. Stands filing, fire and acid tests—guaranteed to contain no glass—have no paste, foil or artificial backing—brilliantly guaranteed forever. 1-30 the cost of diamonds. Set only in 14-karat, Solid Gold Mountings. Sent on approval—money cheerfully refunded if not satisfactory. Write for our De-Luxe Jewel Book, in four colors—it's FREE.

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FOR CASES OF STOMACH, LIVER, KIDNEY AND LIVER TROUBLES  
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To take orders for complete and elegant line of Raincoats. Excellent quality, beautiful designs—wonderful values—show them and look your orders. Experience unnecessary, we show you how. Terms, samples FREE.

**CLIFFE RAINCOAT CO., 82 Chambers St., New York**

Send 25c. and this baby is yours

**The Family Jewel**

It is such a jolly, rollicking baby—just a look at its merry little face will drive away the blues—you can't resist it. An artist's colored proof on supercoated paper will be sent to you for 25c. Send now—the supply is limited.

**Leslie-Judge Company**  
225 Fifth Ave., New York

# LESLIE'S

## ILLUSTRATED WEEKLY

THE PEOPLE'S PAPER

THE OLDEST ILLUSTRATED WEEKLY  
NEWSPAPER IN THE UNITED STATES  
ALL THE NEWS IN PICTURES  
"In God We Trust."

CXIV. Thursday, March 28, 1912 No. 2951

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Persons representing themselves as connected with LESLIE'S should always be asked to produce credentials.

TO ADVERTISERS:—Our circulation books are open for your inspection.

TERMS: Ten cents a copy, \$5.00 a year, to all subscribers in the United States, Mexico, Hawaii, Porto Rico, the Philippine Islands, Guam, Tutuila, Samoa. Foreign postage, \$1.50 extra. Twelve cents per copy, \$6.00 per year, to Canadian subscribers. Subscriptions are payable in advance by draft on New York, or by express or postal money order.

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Subscribers to Preferred List (see Jasper's column in this issue) will get current issue always.

## CONTENTS

### THE MOTOR BOAT NUMBER

Cover Design— <i>He Laughs That Wins</i>	Herbert Meyer	
Secretary Knox's Visit to Central America	Robert D. Heintz	351
(Illustrated with Photographs)		
Editorial		352-353
The Laws Regulating Motor Boats	William Loeb, Jr.	354
(Illustrated with Photograph)		
What Not to Do in Gasoline Boats	William Atkin	354
The Truth About Labor in the Steel Mills	J. A. Waldron	355
(Illustrated with Photographs)		
Popular Actors in Recent New York Plays— <i>Photographs</i>		356
Kubelik Earns a Million Dollars with a Violin	Harriet Quimby	356
(Illustrated with Photographs)		
Quaint Primitive Water Craft of Many Lands— <i>Photographs</i>		357
Development of Motor Boat Engines	Wilbur H. Young	358
Cost and Maintenance of Motor Boats	C. Von Culin	358
Which? Motor Car or Motor Boat?	Harold Whiting Slauson	358
Typical Gasoline Cruising Boats	Frederick W. Goeller, Jr.	359
(Illustrated with Photographs)		
Uses and Delights of the Power Houseboat	John Trumpy	360
(Illustrated with Photographs)		
The Fastest Boat in the World— <i>Photographs</i>		361
Pursuing Summer in the Gasoline Launch	W. P. Stevens	362-363
(Illustrated with Photographs)		
Motor Boating as a Sport for Women	Henry R. Sutphen	364
(Illustrated with Photographs)		
Boosting a City with "Ad" and Bond	John Duffy	364
The Girl Without a Mother—The Girl That Goes Wrong	Reginald Wright Kauffman	365
The School for Future Mothers		366
(Illustrated with Photographs)		
Jasper's Hints to Money-makers		370-371
(Illustrated with Photographs)		
People Talked About		372
(Illustrated with Photographs)		
Motorist's Column	R. B. Johnston	374
The Sportsman's Fishing Paradise— <i>Photographs</i>		376

Copyright, 1912, by Leslie-Judge Company, Publishers. Entered at the Post-office at New York as Second-class Mail Matter. Cable Address, "Judgark." Telephone, 6632 Madison Square. Published by Leslie-Judge Company, Brunswick Bldg., 225 Fifth Ave., New York. John A. Sleicher, President. Reuben P. Sleicher, Secretary. A. E. Rollauer, Asst. Treas.

**Some of Next Week's Features**  
**The Baseball Number**

Dated April 4, 1912

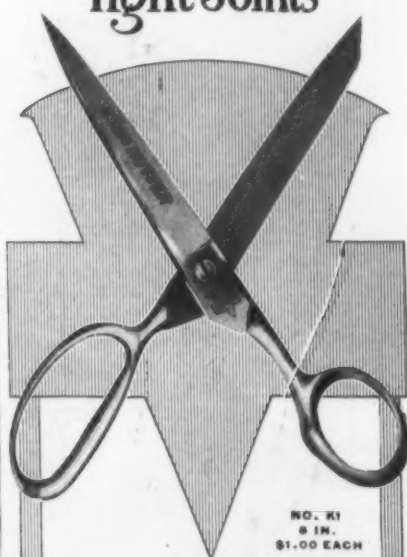
The next issue of LESLIE'S WEEKLY will be one of the completest and most interesting baseball numbers ever issued by any publication. Even those most indifferent to our national game will be attracted by the readable articles and the fine illustrations. The contributions will include the following:

- THE NATIONAL LEAGUE SEASON OF 1912, by Thomas J. Lynch, president of the National League, and Ban Johnson, president of the American League.
- THE FUTURE OF BASEBALL, by A. G. Spalding and George Wright.
- THE BASEBALL SCOUT, by Arthur Irwin, chief scout for the New York American League Club.
- BASEBALL AROUND THE WORLD, by Arthur Shafer, of the New York National League Club.
- THE DEVELOPMENT OF THE MODERN BASEBALL PARK, by Frank J. Farrell, president of the New York American League Club, and Charles H. Ebbetts, president of the Brooklyn Baseball Club.
- THE ALL-AMERICAN BASEBALL TEAM, by Edward B. Moss.
- THE STORY OF THE TRAINING CAMP, by Walter S. Trumbull.
- FAN AND PLAYER THROUGH THE UMPIRE'S GLASSES, by William (Billy) Evans, American League umpire.

The following will also appear:  
Second illustrated article on THE TRUTH ABOUT LABOR IN THE STEEL MILLS, by J. A. Waldron, LESLIE'S special representative.  
EASTER IN MEXICO (illustrated), by Harriet Quimby.

In answering advertisements please mention "Leslie's Weekly."

Sharp Edges  
Tight Joints

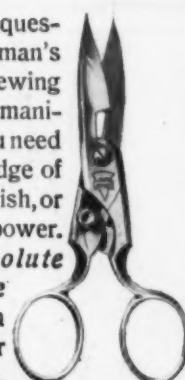


Keen Kutter Scissors and Shears snip the finest silk thread or cut the heaviest cloth easily, surely, cleanly. Points come together with precision, to a hair—and wear, wear, wear!

**KEEN KUTTER**

Scissors and Shears

settle the question of woman's principal sewing need—or manicuring. You need no knowledge of steel, or finish, or staying power. Your absolute guarantee is the Keen Kutter trade mark. Your dealer refunds the price you pay if you find any fault.



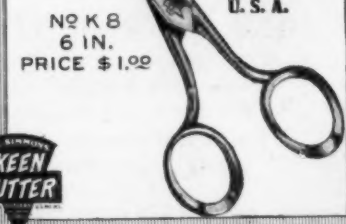
This same agreement holds good with all Keen Kutter products—tools, table cutlery, pocket knives. Buy by the Keen Kutter trade mark. It's your protector!

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Trade Mark Registered — E. C. Simmons.

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HARDWARE  
COMPANY, Inc.**

ST. LOUIS  
and  
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6 IN.  
PRICE \$1.00





KODAK HOME PORTRAIT WITH A 3A FOLDING POCKET KODAK AND KODAK PORTRAIT ATTACHMENT, EXACT SIZE.

At Home with the

# KODAK

Make the most of the home side of Kodakery. To-day's pictures of the home and the home folks will grow in interest with every year. And the taking of such pictures is very simple—the illustration shows just what may readily be done by the light of an ordinary window, with a Pocket Kodak and a fifty-cent Kodak Portrait Attachment.

Our little book "At Home with a Kodak" tells how to take such pictures. It is profusely illustrated with pictures that show *how* as well as with pictures that show the Kodak results. Whether you already have a Kodak or not it will interest you. Free at the dealers or by mail.

EASTMAN KODAK COMPANY, Rochester, N. Y., *The Kodak City.*

Advertising of Advertising—No. 12

## A Dealer's Assurance



**W**HEN you see a dealer announce on bulletins and in advertisements that he handles certain advertised goods, you can be sure that he is giving you, at least uniform, if not constantly increasing values, in the lines he carries.

There may be an exception, now and then, but that only makes the rule stronger, by contrast.

The dealer knows that the advertised goods must be right or they could not be profitably advertised year in and year out. He knows that, by selling such goods, he will satisfy customers, and win their good-will.

Do you know what good-will means in dollars and cents? The maker of famous brands of bakery products illustrates it in this way:

They say that the *New York Herald* earns between \$500,000 and \$1,000,000 yearly. Materially, its chief asset is the beautiful building in Herald Square. That's all you can see of the *Herald*. If that should burn up tonight,

there'd be nothing left of the *Herald* materially tomorrow morning. And yet its mere name would be just as valuable. That's good-will.

You, the reader, by your patronage, by your favorable comments to others who are possible customers, give an incentive to work hard to win and hold your good-will. It is really up to you to say whether the "just as good" shall take from the effort of the concern which shows confidence in you by taking you into its confidence and not abusing it. "Just as goods" are never *just as good*.

*Allan C. Hoffman*

ALLAN C. HOFFMAN,  
Advertising Director,

LESLIE-JUDGE COMPANY,  
225 Fifth Ave., New York.

I will give you a list of advertised goods used daily in my home. You are to supply a blank form and send me a picture suitable for framing.

Name.....

Address.....

L. W., 3-28-13.

### Picture Offer

An attractive picture, suitable for framing, will be sent, postage paid, to each person who furnishes information called for in coupon.

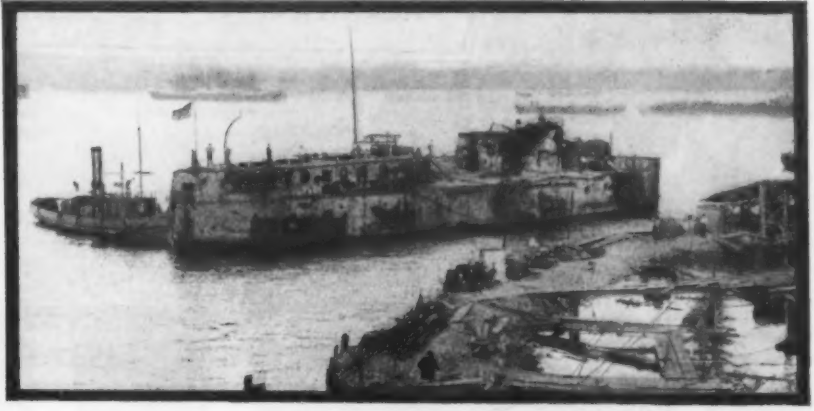


# The Burial of the Famous Battleship "Maine"



**The Funeral Cortege.**

Cuban artillerymen and American sailors and marines carrying the coffins of "Maine" victims from Havana City Hall to the Caballeria wharf.



**Bound for Her Burial Place.**

The battleship "Maine" as she was being towed out of the cofferdam, in which she was floated, toward the open sea.



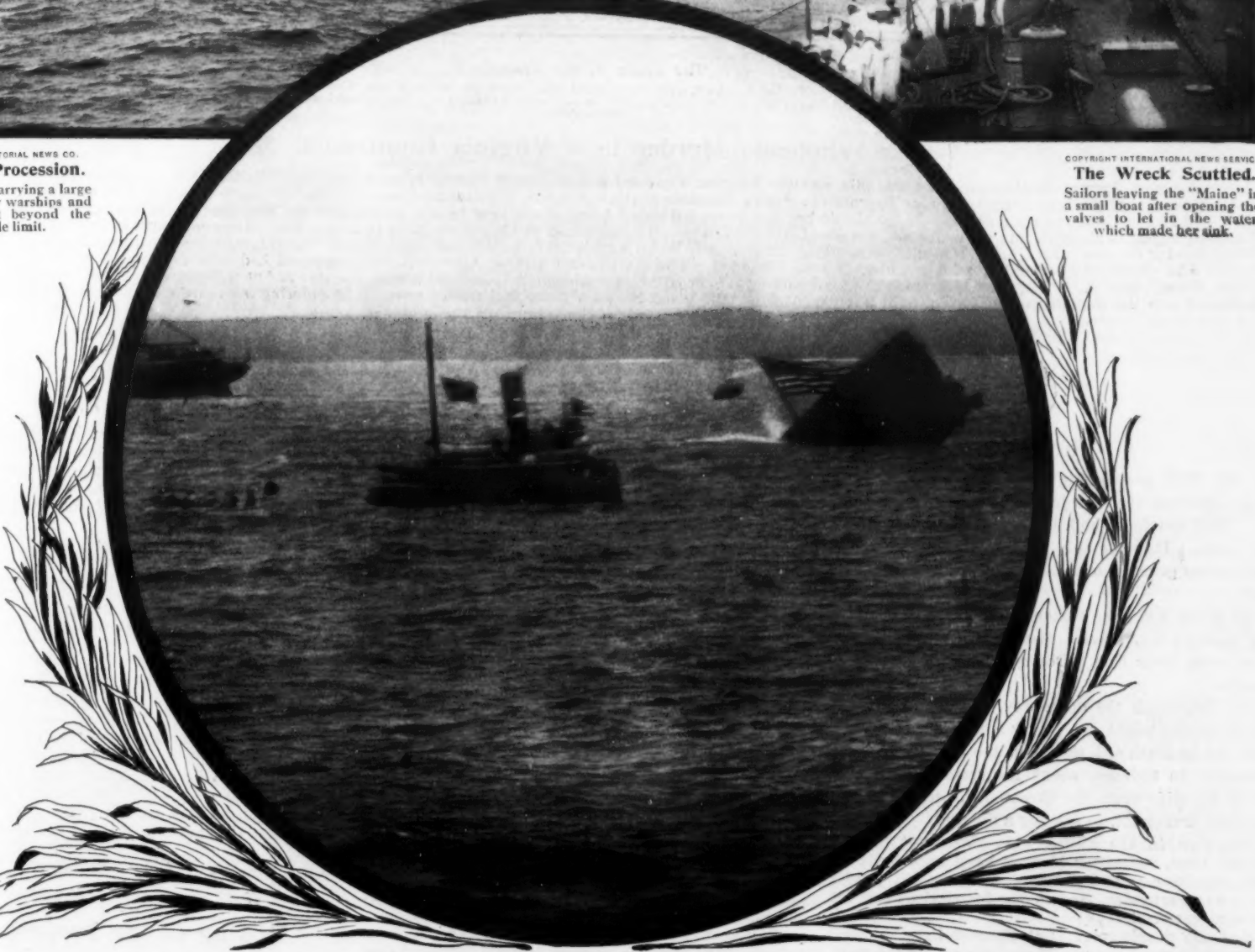
**The Naval Procession.**

The "Maine" (carrying a large flag) escorted by warships and other craft out beyond the three-mile limit.



**The Wreck Scuttled.**

Sailors leaving the "Maine" in a small boat after opening the valves to let in the water, which made her sink.



**The Last of the "Maine."**

The famous hulk plunging bow foremost into 600 fathoms of water four miles from shore.

THE FAMOUS old battleship *Maine*, which was blown up and sunk in Havana harbor in 1898 just before the Spanish-American War, with a loss of 260 lives, and which was later floated at an expense of \$900,000 to the American government, was, with great ceremony, towed out to sea, on March 16th, and "buried" in six hundred fathoms of water, four miles from the coast of Cuba. The occasion was one of the most solemn and impressive in the history of navies.

On the morning of the 16th, cannon were fired half hourly from the Cabanas fortress at Havana until the time set for the shore funeral procession. The United States cruisers *North Carolina* and *Birmingham* arrived in the harbor and exchanged salutes with the fort. By ten o'clock the city hall at Havana was filled with notables to attend the funeral services over the remains recovered from the wreck. Forty thousand persons crowded the sidewalks between the

city hall and the Caballeria wharf, and three hundred sailors and marines from the American ships and the *North Carolina's* band formed near the city hall, as did several hundred Cuban artillerymen. Artillerymen carried from the city hall to the street the coffins of the victims of the *Maine*, and then a procession was formed, including American marines and bluejackets, Cuban artillerymen, Mayor Cardenas, General William H. Bixby, commissioner of the United States government; Vice-President Zayas, and other officials and organizations.

At the Caballeria wharf the coffins were delivered to General Bixby by Mayor Cardenas, who made an eloquent and fraternal speech. General Bixby replied briefly, and Chaplain Chidwick, who was on the *Maine* at the time she was destroyed, delivered an earnest and moving funeral oration. The coffins were then borne in launches to the *North Carolina*, after which the *Maine*, towed by the naval tug

*Osceola*, assisted by two local tugs, was taken to sea.

Nearly 100,000 persons on the waterfront witnessed the departure of the famous ship, and all respectfully uncovered as she passed. The *North Carolina* and *Birmingham* followed the *Maine* to the entrance of the harbor, with four gunboats of the Cuban navy and steamers and tugs containing civic organizations. Reaching a point four miles from shore, the procession halted, and sailors from the warships opened the seacocks of the *Maine*, letting the water into the hulk, while the men on the war vessels stood at attention and everybody else bared his head. The *Maine* sank slowly but finally plunged into the depths. Millions of flowers with which she had been adorned floated on the surface. A bugler sounded taps, the vessels whistled, and the *North Carolina* and the *Birmingham* boomed parting salutes. The bodies on board the *North Carolina* were taken to Washington for burial at Arlington Cemetery.



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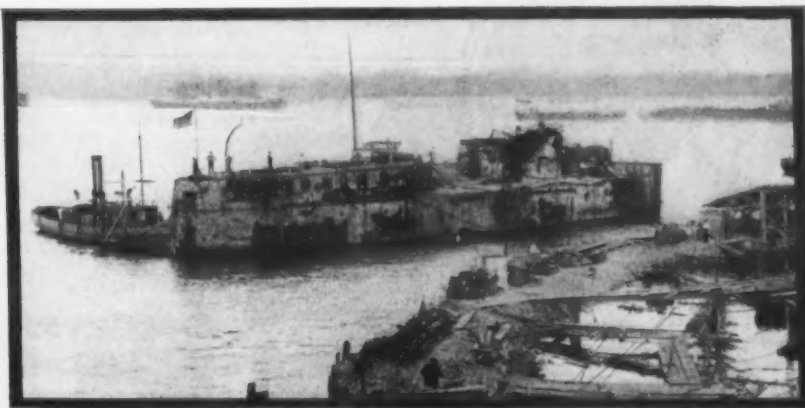


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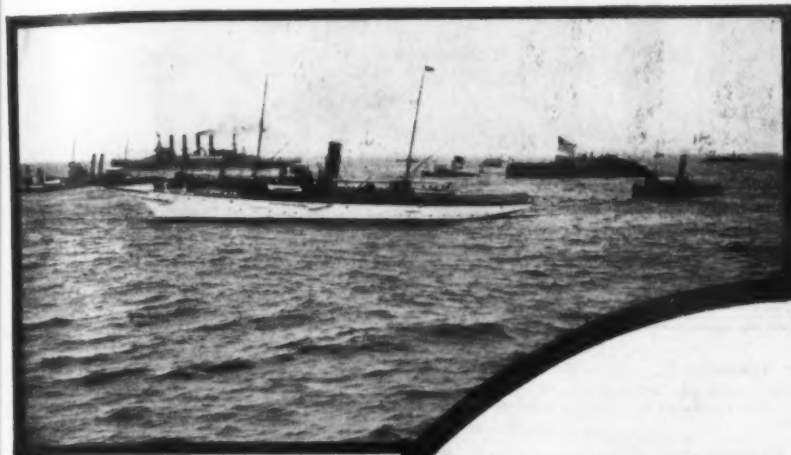
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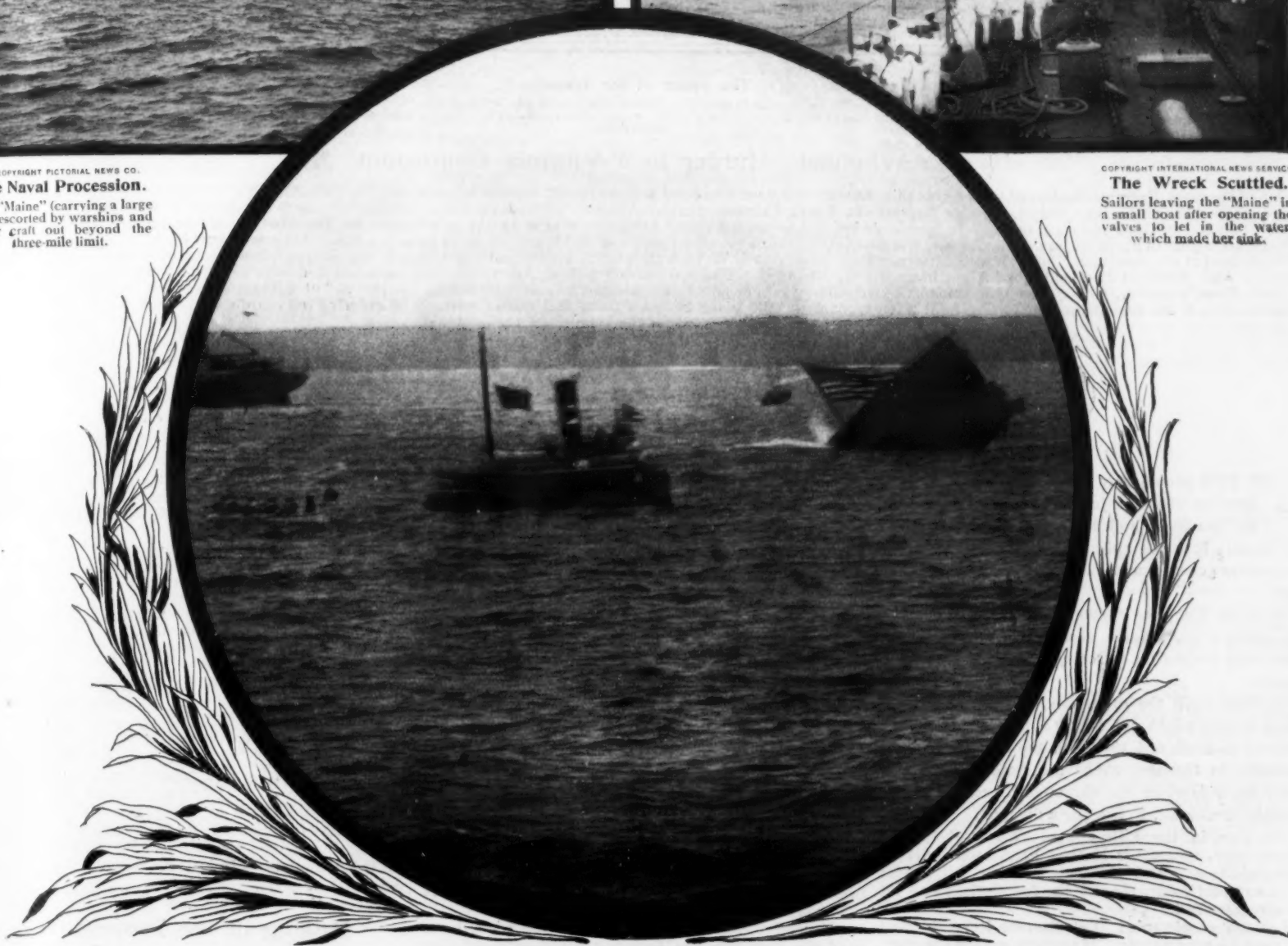
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# LESLIE'S WEEKLY

Vol. CXIV—No. 2951

March 28, 1912

Price 10 Cents, \$5.00 a Year



**Judge T. L. Massie,**  
Who was shot dead by the Allen gang.  
Letters threatening death if he sentenced  
Allen were found in his pocket.



**The Scene of the Tragedy.**

Court House at Hillsville, Va., in which, after Floyd Allen was sentenced, Judge Massie, Commonwealth's Attorney Foster and Sheriff Webb were killed and nine others were wounded by a lawless band which sought to rescue Allen.



**Floyd Allen,**  
The prisoner on whose account the  
shooting was done. The outlaws  
failed to rescue him.

## Wholesale Murder in a Virginia Courtroom.

One of the most flagrant displays of lawlessness this country has ever witnessed was the recent murder in open court at Hillsville, Va. (a hamlet far from the railroad and within sight of the Blue Ridge), of Judge Thornton L. Massie, Commonwealth's Attorney William M. Foster and Sheriff Lewis Webb, and the wounding of Clerk of the Court Dexter Goad and eight others. Judge Massie had just sentenced Floyd Allen to one year in the penitentiary for attacking an officer and rescuing a prisoner. Suddenly a gang of about twenty mountaineers, friends of Allen, burst into the courtroom and began shooting right and left. Allen took part in the shooting and Sheriff Webb fired at the assailants. Judge Massie, Attorney Foster and Sheriff Webb were quickly killed, and Clerk Goad, five jurors, three spectators (including Miss Nancy Ayers, who afterward died) and Floyd Allen himself were wounded. The outlaws fled without Allen, who they supposed had been fatally shot, but carried away Sidney Allen, Floyd's brother, who was badly wounded. Floyd Allen was later jailed. He attempted suicide by cutting his throat, but will recover. The murderous band was followed into the mountains and a fierce fight was expected to take place between them and the officers. The ordering out of troops was considered, and Governor Mann offered a reward for the capture of the outlaws.

## EDITORIAL

### Shoot!

**LET THE people rule!** If a judge sentences a criminal after the jury finds a verdict of guilty, kill the judge and shoot the jury. This isn't the recall. It is the rule of the mob. A majority can always get up a mob. We are young and we are rash.

It is the American custom to shoot, with or without provocation. Some shoot with revolvers and some with their fists. Demagogues shoot off their mouths.

In New York the other day, because a virtuous young woman would not marry a dissolute suitor, he shot her to death and then had the decency to shoot himself. In Chicago, about the same time, a man killed his wife when she threatened, because of his inhuman treatment, to ask for a divorce.

We live in the killing age. We want to tear things down, no matter if they have been built up with infinite care and patience. If they fail to suit us in any particular, rip out the foundations and let the structure fall.

Let the people rule! Let the mob have its day! We must be progressive. If anybody gets in the way, knock him down. If he gets up again, shoot him. This is the spirit of the age. Smash the railroads! Bust the trusts! Tie the rich men to the stake and burn them with their own "tainted money"!

The whole country stands aghast at the frightful outrage in the courtroom of Hillsville, Va. A bandit crowd shot down an upright judge and slaughtered an honest jury because a desperado, after a fair trial, had been given a well-deserved sentence. It seems inconceivable, in this time of civilization, education and religion, that such a thing could happen in our own land. But is it not the natural result of the hysterical outburst we have been having from demagogues, yellow journalists and muck-raking publications for the past five years?

Can we sow the seeds of discontent and not expect a harvest of blood? Can we preach a gospel of unreason, envy and malice and not expect to hear the shotgun in the courtroom?

The worst of it is that, when the mob begins to shoot, it loses its aim. It makes no difference whether its victims be innocent or guilty. They suffer all the same.

Isn't it time to stir the people of this country to

a realization of the perils they have been inviting? Isn't it time to put "Reason" not only in the mandates of the Supreme Court, but also in every utterance of the pen and of the pulpit? Haven't the workmen of this country, as well as the captains of industry, everything at stake? If so, let the spirit of patriotism assert itself anew.

If we must shoot, let us shoot the common enemy. "If any man hauls down the American flag, shoot him on the spot!"

### Peace!

**B**ARTHOLDI'S statue of Liberty stands in New York harbor. The world is waiting for a sculptor capable of doing justice to a colossal monument to Peace, to be built on one of the islands at the mouth of the Yangtze; for the new China stands for peace.

Those who say that the Chinese have never been fighters speak without the book. The world's first book of war was written by a Chinese. But China is a peace-loving country and enters the family of great Powers as the moderator of the assembly. China realizes two things: First, that her own prosperity depends on the preservation of peace; and, second, that the world's prosperity depends on peace.

During the negotiations between the republicans and the Manchus, the former actually proposed that peace should be established first and details left to The Hague tribunal. When Yuan Shi-Kai was recalled to Peking, the first thing he proposed was peace between the two factions. This is the temper of the people.

A Chinese who has a violent and angry quarrel with another Chinese often goes and kills—not his enemy, but himself! He knows he was a fool to quarrel and be angry, and the world is well rid of a fool.

### The Whistling Boy.

**T**O A NORMAL, happy boy whistling is as natural as breathing. Because the adolescent boy doesn't sing as heartily in church and Sunday school as do the girls of the same age, some people are needlessly disturbed. If these good folks had ever heard a crowd of boys singing at the voice-changing period of life, they would be thankful that they don't try. But every boy can whistle, and at the time when his singing voice is at the worst, his whistle is at the best. The Rev. William Burd, Methodist minister at Hillsdale, N. J., showed his

knowledge of the boy when he organized a boys' whistling club. Nobody went to sleep when, just preceding the pastor's evening sermon, he clapped his hands as a signal and the Boys' Whistling Club marched to the platform. First they gave their club yell:

"Say, my friend,  
Have you seen  
Second Timothy,  
Two-fifteen?  
First Thessalonians,  
Five twenty-two,  
Tells you exactly  
What to do."

Then, with the minister's wife at the organ, they proceeded to whistle "Stand Up, Stand Up for Jesus," "Wonderful Words of Life" and other hymns.

Give that unruly Sunday-school class of boys, who never take part in the devotional service and who are a thorn in the flesh of superintendent and teacher, something to do. They can whistle the grand old hymns just as well as the ragtime of the streets. Give them the chance to do it next Sunday. Get hold of the Boy Scouts who are not in the Sunday school in this way. Boys like to do things. Let them exercise their gifts.

### Passing of the Progressives.

**T**HE PHYSICAL collapse of Senator La Follette, just after his tirade at Philadelphia against the newspapers and the periodicals, probably marks the end of his career as a national personage.

His presidential nomination aspirations were never taken seriously by many persons outside of his own State, and probably not by as many in his State as was once popularly assumed. His Philadelphia address was a hysterical tirade, incoherent, irrelevant and extravagant. It made his friends ashamed of him, and it will deprive him of some of the few votes in the convention he might otherwise have received. Of the 979 votes cast in the Republican national convention of 1908, La Follette received only twenty-five, although he had been an avowed aspirant for the candidacy ever since Roosevelt had announced that he would not accept another nomination. From the ridiculous displays of himself which he has made in the past few months, it is hard to think that La Follette could come any nearer getting the candidacy now than he did four years ago. He is certainly no stronger now.

Insurgency is passing. The union of the progressives with the regulars in the caucus which shaped the

Republican means that united front a large major shown by R 1904 and by popular Bry enough to en schism which election of not strictly a defeat. Ap licans in each give all the to change jority into sixty-five members of of 1908, fell over to the I vote was on

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Republican Congressional Campaign Committee means that the party is to present something like a united front in 1912. While the Republicans are in a large majority among the voters of the country, as shown by Roosevelt's 2,600,000 lead over Parker in 1904 and by Taft's 1,270,000 over the much more popular Bryan in 1908, their margin is not great enough to enable them to hold the presidency if the schism which revealed itself in the congressional election of 1910 should continue. While that was not strictly a Democratic victory, it was a Republican defeat. Apathy, pique, anger kept enough Republicans in each election precinct away from the polls to give all the close districts to the Democrats, and thus to change a Republican House with forty-seven majority into a Democratic House with a majority of sixty-five. In the aggregate the Democratic poll on members of Congress in 1910, as compared with that of 1908, fell off, showing that no Republicans went over to the Democratic side; but the heavy cut in the vote was on the part of the Republicans.

When two congressional districts in Kansas, in special elections recently, went over to the Democrats, although the Republicans had carried them for many years and had a long lead in each, insurgents as well as regulars discovered that the Republican party is not large enough to carry the country unless there is a reasonable degree of unity in it. Moreover, every insurgent member of Congress knows that he has no future except as a Republican. He can get no favors from the Democrats. The Democrats have candidates and workers of their own and are under no obligation to seek leaders from the Republican side. Only by accepting the Republicanism of the platform of 1908 absolutely and without any qualification can any of the insurgents have any hope of reelection. If the Republican party is to be a divided house in 1912, its defeat will be certain. It will lose the presidency and the Senate, and the majority against it in the next House will be larger than it is in the present chamber. Regulars and insurgents alike will be turned out of office unless a reasonable degree of harmony be established in the party. That the progressives have discovered this truth and are acting upon it is shown by their union in the recent caucus in which the congressional campaign managers were selected.

Present indications are that not only has La Follette dropped out of the race which he was never really in, but that Cummins and the rest of the opponents of Taft but one will all be found on his side before the national convention meets.

### The Plain Truth.

GOVERNOR WILSON has lost Colonel Harvey's support, but he has William J. Bryan's instead. A poor exchange! Bryan ran three times for the presidency and failed every time. Wilson fails be-

fore he secures the nomination. "Evil communications corrupt good manners."

**DECENCY!** A newspaper has a right to join in a moral crusade without the risk of a libel suit. The Newcastle (Ind.) *Courier* published an article denouncing Saturday night five-cent dance halls as immoral. A dance-hall owner brought an action for libel. Judge Jackson, of Newcastle, decided that a newspaper cannot be convicted of libel when it is engaged in a crusade for the betterment of the morals of a community. Sound sense and good law!

**RIGHT!** The confirmation of Chancellor Pitney, of New Jersey, by the Senate, as associate justice of the United States Supreme Court, by a vote of fifty to twenty-six, was significant. After all the talk and clamor of the reckless opposition, confirmation followed by a vote of nearly two to one. The appointment of Judge Pitney was commended by all who knew him and who appreciated his record as an impartial and faithful judicial officer. The mere fact that he had rendered a decision in the case of the glassblowers' strike that did not please both sides was neither excuse nor justification for the violent opposition to his confirmation. The Republican Senators, Bourne, Bristow, Kenyon, Cummins and Poin-dexter, who joined in the opposition, have every reason to be ashamed of themselves.

**GRAFTERS!** The conviction of a senator in Ohio of bribery and of a senator in New Jersey of a similar offense shows what the honest people of this country have to contend with in securing fair and decent legislation. Nobody is surprised at the revelation, for such things are expected. These are not solitary instances. Similar exposures are happening from time to time. Only a year ago a leading senator of New York was expelled from that body for gross misconduct. It is easy to see how a dishonest legislator, by introducing "strike" bills and all the other forms of vicious legislation, can make his position one of power for evil. Corporations are often blamed because of their interference with legislation. There are times when they must fight not only to secure the passage of fair laws, but to prevent the passage of bills by striking legislators who are in politics not for their health, but for the graft they can get out of it.

**PEACE!** Infinite harm is being done to American interests by those who misrepresent the attitude of the administration at Washington toward both Cuba and Mexico. The people of both of these countries are suspicious, easily alarmed and apprehensive. They have troubles of their own. Meddlesome foreigners are the things they fear, yet foolish newspaper correspondents are constantly sounding an alarm in reference to interference with the affairs of

our neighbors. The situation must have been decidedly serious when President Taft was compelled to make a public statement denying as "silly and fantastic" the story circulated in Havana that American intervention in Cuban affairs was under consideration. The President took pains to repeat that the clear policy of the United States was not to interfere with the affairs of its neighbors, but to act as a friend whenever it could do so. It is hoped that this statement will set at rest the foolish talk of rumor-mongers at home and abroad.

**LICENSE!** Has it come to this? The Pennsylvania State Editorial Association wants to have editors licensed by the State, just as lawyers, doctors and others are licensed or credentialed by some competent supervising authority. It is proposed to found a State department of journalism in Pennsylvania, to pass upon the qualifications of a person to edit and manage a newspaper. As things are at present, the profession of journalism is open to any one who can hire a press and borrow a lead pencil and a pot of paste. If the press makes public opinion, it should be a standardized press, edited by men of brains, honesty and ability. At present a convict, criminal or white slaver can start a publication and nobody can stop it unless it is immoral or libelous. In a recent trial of two swindlers in New York City, who had been selling bogus mining stocks, it was shown that they printed a little mining publication under the guise of a newspaper and filled it with false statements regarding the value of the fraudulent stocks which they were foisting on the public. The Pennsylvania idea, if carried out, will put an end to this sort of business.

**PEOPLE!** It would be a fine world if we let the people have their own way every time they wanted it. Men and women are simply children of an older growth. If they want something they can't get, they cry or kick. No more pitiful exhibition has ever been given than that of the women suffragettes smashing the windows of shopkeepers in London, though these tradesmen were in no way offenders and were not opposing the suffragette cause. In West Philadelphia, the other day, a good-natured German saloonkeeper, as a joke, put up a sign in his window, reading that by the mayor's orders the saloon would be closed on St. Patrick's Day. As that day falls on Sunday this year, when all Philadelphia saloons must be closed, the German thought the sign was a joke. He changed his mind when a crowd of his Irish patrons proceeded to smash his windows and demolish his bar. After a while the victim was able to get it into the heads of his friends that the sign was really a joke, whereupon they promised to pay for all the damage done, shook hands and again patronized the institution. This is a beautiful illustration of the initiative, the referendum and the final recall.

## Editorials for Women

### A RELIC OF MEDIEVALISM

Can a marriage ceremony be held to be legal when the bride omits the word "obey"? In the service of the Church of England the word is part of the service and the Archbishop of Canterbury says that the marriage is not legal without it. The occasion of the ruling was the marriage of a niece of Lord Peel and Victor Duval. The chaplain said the words, but the bride did not repeat them after him. The archbishop is, of course, skilled in the interpretation of ecclesiastical law; but since the essence of the marriage ceremony is found in the simple pledge of each party to take the other, coupled with the pronouncement that they are husband and wife, there might be omitted large sections of the service without destroying its legal validity. The parties to the marriage in question are both suffragists, and the American suffragists, stirred up by the incident, have said that the question was not one of suffrage, but of religion. It is, in fact, neither one, but is simply a harmless relic of medievalism, when woman had the status of a child. In the majority of church ceremonies the word has for a long while been omitted, and for a much longer period, even while the word has been retained in the service, it has straightway been disregarded. What is the use of retaining a word which has lost completely any place that it may once have had in the relation of husband and wife?

### THE DISGUSTING SENSUAL DANCES

The furore aroused against the "turkey trot," "grizzly bear" and "bunny hug" holds up to scorn the society folk who have so long encouraged or even tolerated these disgusting performances. The International Association of Dancing Masters, which has in its history eliminated many objectionable dances, has issued orders that none of its instructors should teach these indecent dances. Practically all the best instructors have been for some time ready to take this position, and these will no longer run the risk of losing pupils to those who have made large profits in teaching the movements. The attitude of parents toward suggestive dances is one of the surprising features of the situation, and simply goes to show how even fathers and mothers will compromise with honor and modesty

in the hope of furthering social ambitions. A man who teaches dancing to the wealthy tells of being called to a house on Madison Avenue to assist a young girl in learning the "trot." "I now regret that I undertook the task," he says, "but it was before the dance was publicly denounced. I was met by the man of the house, his wife and their daughter. We went to the ballroom, and the father howled with glee and clapped his hands in admiration while I taught his daughter the movements. It was so disgusting I was heartily ashamed of myself and never gave a second lesson." It is a peculiar moral situation when the dancing master becomes disgusted, while the father "howls with glee." And we wonder at the white slave!

### THE LOAN SHARK

A better way than legislation to drive out the loan shark is to pre-empt his field. Every poor man who needs to raise a little money will jump at the opportunity to get it at one and one-half or two per cent. a month, instead of ten per cent. and upward. A new company, the Chattel Mortgage Society of New York, is about to be launched, with a paid-up capital of \$200,000. While Mrs. Russell Sage has contributed no money to the enterprise, the Sage Foundation, through its director, John M. Glenn, has been largely instrumental in bringing it about. At the start two per cent. will be charged on loans, but it is hoped by economical management to reduce this. A similar society in Newark, N. J., charges only one and one-half per cent., and then pays eight per cent. dividend to stockholders. With the Provident Loan Society looking after the pawning business, there will now be only the borrowing against salaries not fully provided for. But many of the large corporations are planning co-operative associations, where their employees may get advances against salaries at a low rate, while some of the large department stores have had such schemes in operation for some time. When all three of these methods of making loans are fairly under way, the loan shark will have the props taken from under him. The Chattel Mortgage Society will not be the first institution of its kind in New York, for the Aid Society of St. Bartholomew's Church has for several years done similar work, but on a limited capital. The large capital of the new society will

enable it to transact a business of considerable magnitude. There are about twenty similar societies in various parts of the country, all rendering incalculable help to the poorer class when some unusual exigency demands ready cash without delay. Every city ought to have such an organization. It is not a charity, as dividends are earned; but the assistance given to the poor is often better in its results than an outright gift would be.

### A VULGAR FAD

What is there about divorce that should induce a woman to advertise the fact that she has secured one? Some Western women are trying to introduce the custom of wearing a wedding ring on the little finger of the right hand when one becomes divorced. But divorce has been so generally abused that there is little call for placing even the most justifiable verdict in the foreground. A truly modest woman who has secured a release from the matrimonial relation will want to keep herself in the background, and the greater the justification for such release, the less desire is there to advertise the fact. Miss Acton, a prominent Boston lawyer, well says, "Any custom that draws public attention to one's private misfortune is vulgar." Instead of wearing the wedding ring on another finger as a mark of an unfortunate and untimely matrimonial experience, a sense of propriety should prompt a woman to put the ring in a secret place known only to herself, there to stay with all other unpleasant memories of the past. Of course, when the woman has been the guilty party in the case, such advice is altogether wasted.

### MORE WOMEN SURVIVE THAN MEN

According to figures issued by the Census Bureau, based on its registration area, which includes 53.8 per cent. of the total population of the country, the deaths of males during 1910 numbered 439,757, and of females 365,655, or, respectively, 54.6 and 45.4 per cent. of the 805,412 total. Of this number of deaths, 365,674 were of single persons, 276,694 were married, 149,846 widowed, 4,380 had been divorced and 8,818 were of unknown conjugal relations. The reader may draw his own inferences.



# The Laws Regulating Motor Boats

By WILLIAM LOEB, JR., Collector of the Port of New York



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WILLIAM LOEB, JR.,  
The able and efficient  
collector of the Port of  
New York.

THE MOTOR boat is a product of the past few years, and, therefore, legislation specifically applicable to it is recent and more or less makeshift in character. The navigation laws of the United States and the rules and regulations made pursuant to their provisions are, so far as applicable, required to be obeyed by all vessels navigating the harbors, rivers and inland waters of the United States. The officers directly charged with the enforcement of these laws are collectors and other chief officers of customs, officers of the revenue cutter service and steamboat inspectors.

The word "vessel" includes "every description of water craft or other artificial contrivance used or capable of being used as a means of transportation on water." Vessels of the United States are those registered pursuant to law and those of twenty tons or upward, enrolled and licensed for the coasting trade or fisheries, and those of over five tons, duly licensed for such trade or occupation.

The term "motor boat," as used in the act of June 9th, 1910, includes "every vessel propelled by machinery and not more than sixty-five feet in length, except tugboats and towboats propelled by steam." Under this act, commonly known as the motor-boat act, therefore, many small steam vessels are motor boats, and not every gasoline or electric boat is entitled to that designation. All motor boats are vessels, and, if of five tons or over, may be vessels of the United States. The requirements of Federal laws and regulations, as applied to motor boats, may be roughly divided into those relating to "documents" or license for the vessel, inspection, navigation or "Rules of the Road," and licenses for officers or operators and boat's equipment. No vessel can lawfully engage in trade or business of any kind, if of five tons or over, without a license or register. Strictly private pleasure vessels of less than sixteen tons are not required to be licensed or otherwise documented.

By an act of January 18th, 1897, the hull and boiler

of every vessel of above fifteen gross tons, propelled by gas, fluid, naphtha or electricity and carrying freight or passengers for hire, are made subject to inspection. Under the act of June 9th, 1910, motor boats as therein defined are not subject to inspection, but the engines, boilers or other operating machinery must be approved by United States local inspectors of steam vessels. The act of January 18th, 1897, is still in force as to vessels of the class described as over sixty-five feet in length.

The "Rules of the Road" are incorporated in an "Act To Adopt Regulations for Preventing Collisions upon Certain Harbors, Rivers and Inland Waters of the United States," approved June 7th, 1897, and the rules made pursuant to Section 2 thereof. For the purposes of this act, "any vessel propelled by machinery" is a steam vessel, and by its terms all "steam vessels" are required to be provided with two copies of the rules, which are designated as "Pilot Rules" and furnished without charge by steamboat inspectors or collectors of customs on request. These rules, so far as applicable, must be observed by all motor boats, without regard to size or use.

Under the provisions of the act of June 9th, 1910, the only licensed officer required on a "motor boat" is an operator, when carrying passengers for hire. Vessels propelled by gas, fluid, naphtha or electric motors and not covered by the act of June 9th, 1910, are, if over fifteen gross tons, required to have licensed officers when carrying passengers for hire. A bill was introduced in Congress (H. R. 18788), on January 26th, 1912, which seeks to require all "motor boats" of forty feet in length or over, when carrying freight or passengers for hire, or engaged in fishing as a regular business, to carry a licensed pilot and a licensed engineer.

Under the law as it now stands, "motor boats" are divided into three classes: Class 1, those under twenty-six feet in length; Class 2, from twenty-six to forty feet in length; Class 3, forty feet or over, not exceeding fifty-five feet in length. Boats of Class 1 are required to carry, when navigated between sundown and sunrise, a white light aft, to show all around the horizon; a combined lantern in the fore part of the vessel and lower than the white light, showing green to starboard and red to port, and so fixed as to throw the light from right ahead to two points abaft the beam on their respective sides; to be provided with a whistle or other sound-producing

mechanical appliance capable of producing a blast of two seconds or more in duration.

Boats of Classes 2 and 3 are required to be provided with a bright white light in the fore part of the vessel, so constructed as to show an unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the vessel, namely, from right ahead to two points abaft the beam on either side; a white light aft, to show all around the horizon, and the regulation separate side lights, namely, green on the starboard and red on the port side. The glass or lens must be, for the white light, not less than nineteen square inches on vessels of Class 2 and thirty-one square inches on vessels of Class 3; and for the side lights, not less than sixteen square inches on vessels of Class 2 and twenty-five square inches on vessels of Class 3. These glasses or lenses must be fresnel or fluted.

In addition to the whistle required in the case of motor boats of Class 1, every motor boat of Classes 2 and 3 is required to be provided with an efficient foghorn and with an efficient bell, which shall not be less than eight inches across the mouth on vessels of Class 3. It is also required that every motor boat of any class shall carry either life preservers or life belts or buoyant cushions or ring buoys or other approved device sufficient to sustain afloat every person on board and so placed as to be readily accessible. If the boat is carrying passengers for hire, it must be provided with an adjustable life preserver of the sort prescribed by the regulations of the board of supervising inspectors for every passenger carried, and must also, while so carrying passengers for hire, be in charge of a person duly licensed for such service by a board of local inspectors. Every motor boat and also every vessel propelled by machinery other than steam, more than sixty-five feet in length, must carry ready for immediate use the means of promptly and effectually extinguishing burning gasoline.

Motor boats, when at anchor, are required to show the same light as other vessels of similar size under like conditions. Under existing law, "undocumented motor boat" are not required to display a name or any designating mark. Documented vessels must have name and home port on stern and name on each bow. It is urgently recommended, however, that all motor boats display a name or other mark by which they can be readily identified.

## What Not to Do in Gasoline Boats

By WILLIAM ATKIN

THE ADVENT of the power boat and its successful rise in popularity and reliability in thousands of sheltered waterways have enticed many a landsman to leave the attractions of the land. Suppose you are one of the enticed—don't know anything about the water or power boats, except "what the agent said." Perhaps your craft is pretentious enough to be a yacht, in which case you will hire a captain and crew, so that they can enjoy the summer season afloat; and whenever you are in doubt about such things as equipment, tides, overhauling, etiquette, fuel consumption or such other matters, the captain can always advise you. If you get a good captain, you will soon learn many of the ways of the water; and if you don't, you'll learn many things about the captain.

The "little boat" is the craft to love, though. Here you have the charm of being master of all you float upon—be it converted sailboat or well-designed cruiser—and here you will live and learn. As gasoline motors are built now, it is absolutely impossible for them to blow up; it is not in their dictionary. Neither will a boat, without outward cause, spring a leak and drown every one aboard. When an explosion does occur about a power boat, it is, in every case, due to carelessness or ignorance. Leaky tanks or joints in the gasoline piping are the danger points to watch for. Insist that the tank and piping in your boat are heavy and carefully made, tested and properly installed. Most often leaks occur in the pipe joints. Soft copper pipe in one length is the best, having a coil at each end to absorb vibration, with a cock at the tank as well as at the motor end.

The most dangerous thing about any power boat is an unlighted match. It's like the cap that ignites dynamite, or the quick, sharp word that stirs up domestic discord. It is perfectly safe until it is too late. Gasoline cannot explode until it is vaporized; in fact, one may thrust a lighted match into a pail of this dangerous fluid, so called, and the match, evidently mistaking it for water, will sizzle and go out. Don't try this out of sight of land, however, for there are exceptions to all rules.

Acetylene, oil or any open lights are more dangerous than electricity for lighting and do not give near so good a light. For cooking, an open flame is necessary; but always, before starting a stove, use the appendage God gave you to detect dangerous odors, and if it says gasoline vapor, don't cook. In most of the power boats afloat, absolutely no attention is given to ventilation. A method for obtaining fresh air and having it expel the foul should be installed in every cabin boat; then no gasoline vapor or acetylene

gas can lurk in the corners, awaiting the snap of a match.

Another danger of fire lies in the exhaust pipe and muffler. Usually this is hidden from view, although always doing its duty, carrying the burned gases very hot from the motor's cylinders. Usually a goodly portion or all of the cooling water for the engine also wends its way through this outlet, in which case it cannot become hot enough to burn. Sometimes, though, if the motor is below the water line or near it, this is impossible; then it is necessary to resort to some other method. Sheet asbestos wrapped about the pipe is often used, but is not good practice. For a short line and small horse-power, where the pipe is exposed, it does well enough. A better way is to cool with water, by fitting one pipe to carry the exhaust inside a larger one, fittings for which may be obtained in any plumbing supply house, leaving a water space all about and allowing the cooling water from the motor to flow through this space and thus overboard.

The first design of any boat has much to do with its weatherly qualities. With no more knowledge than reason, one can perceive that a craft that has the bulk of her weight placed about amidships will make the best sea boat; it is more perfectly balanced so. If the motor, all its equipment and fuel tanks are located here, especially in a cruising boat, the efficiency and the factor of safety are raised; there is less movement here in rough water than any place else aboard the boat. Many boats are built with the motors 'way forward and the tank aft, and vice versa. This necessitates a long line of exhaust and gasoline piping. If the trim is right when the tanks are full, it is faulty when they are empty. If the motor is far astern or forward, in rough water it is poor company for an engineer to stay below and watch it.

There are all kinds and types of power boats, hundreds of thousands of them—leaky, old, unsafe, unseaworthy, fitted up with the finest and most elaborate equipment procurable, sailing about without adequate equipment, varnished, painted, able little craft fit and proper to cross the western ocean aboard, forty-mile-an-hour racing boats, big ones and little ones beyond description—many of them misfits, but still in the run, and all chugging or roaring along their watery way. In almost every case of accident in all this vast fleet, the cause of every casualty or loss has been carelessness or a proper lack of knowledge as to what to do at the critical moment.

To be perfectly safe, have everything necessary in the line of equipment aboard; learn and know the

rules of the road; have a good, heavy anchor and plenty of rope, and, even if it is always in the way, have another one; have life preservers—good, solid, cork ones; have lights; have a big bell, a loud whistle, and, if your boat is too small to carry a dinghy, tow one if you are going any great distance; have two or three first-class fire extinguishers in convenient places.

Don't think you own New York Bay, the Sound or whatever other bay or river you sail upon. When you see the Sandy Hook boats or a Sound steamer coming, don't cross their bows just before they get to you. The pilots have an abject horror of running down power boats loaded with drunken clammers, happy families or fishing parties. At night they cannot see you if you haven't lights, or hear you in a fog if you haven't a bell or whistle. The laws governing equipment and management of the power boat are aimed to safeguard life and property, not to penalize the pleasure of boating, and it is the duty and should be the delight of every owner to know that he or she comprehends the rules of sailing and has every light, bell, whistle, anchor, life preserver, boat or appliance required in good order and ready for instant use.

In selecting a motor boat, one might well be careful to avoid too noisy a motor. The quieter the machinery on your craft, the pleasanter for you in clear weather and the safer in thick weather. Some manufacturers of the marine type of motor have paid too little attention to minimizing the racket that these make. The valves clack and bang, the gearing sings, and somewhere, overhead, astern or aside, the motor's exhaust is ever present. Suppose that it is foggy and the way to your destination leads you past rocks or shallow water or other craft. If your engine makes a loud din, how can you hear the signals of other boats and how can they hear yours in time for you to avoid a collision with them or to adjust your course so as to escape the rocks and shoals?

Power-boat racing is the safest and cleanest sport, combining the excitement of high speed without an appalling list of disastrous accidents. The bitter-est caper a racing boat can do is to stop just as one is creeping up on his competitor. There has always been considerable discussion as to what would happen should a man be thrown overboard from a rapidly moving small boat. During the trials of the fastest power boat in the world, one of the crew was violently precipitated into the water; yet he lives to tell the tale, and, after swimming about a while, climbed aboard unhurt and participated in the following races.



# The Truth About Labor in the Steel Mills

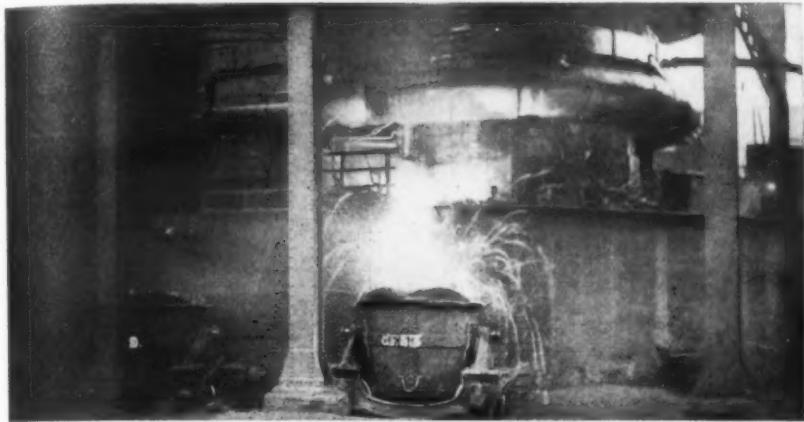
Changed Conditions, Due to Machinery and Phenomenal Development—Echoes of the Amalgamated Ironworkers' Period—A Six-day Week the Rule

By J. A. WALDRON



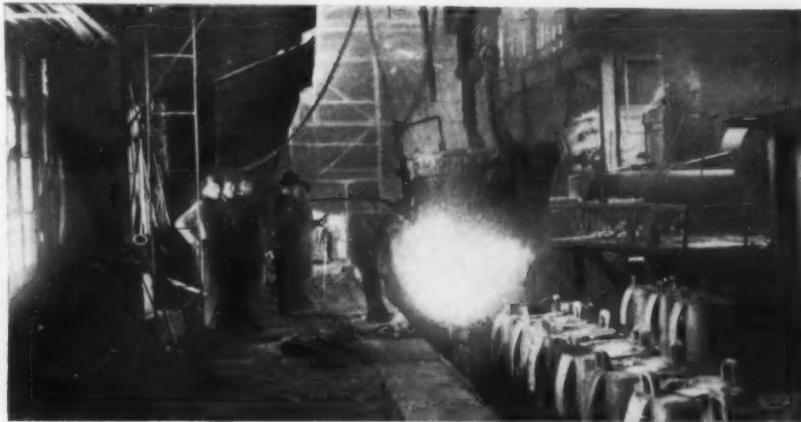
The Homestead Steel Mills.

A plant from which the Carnegie Steel Company and the greater steel industry have developed.



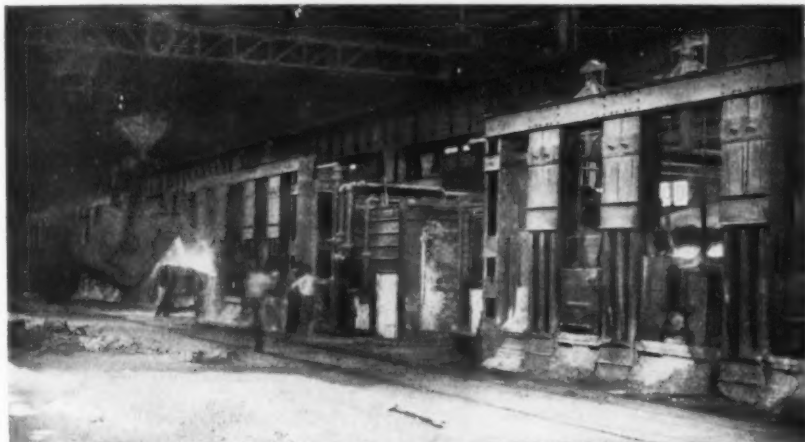
A Preliminary to Steel Making.

Ladle receiving molten iron from a blast furnace. But few workmen are seen in the shadow on the furnace level, and they are idle.



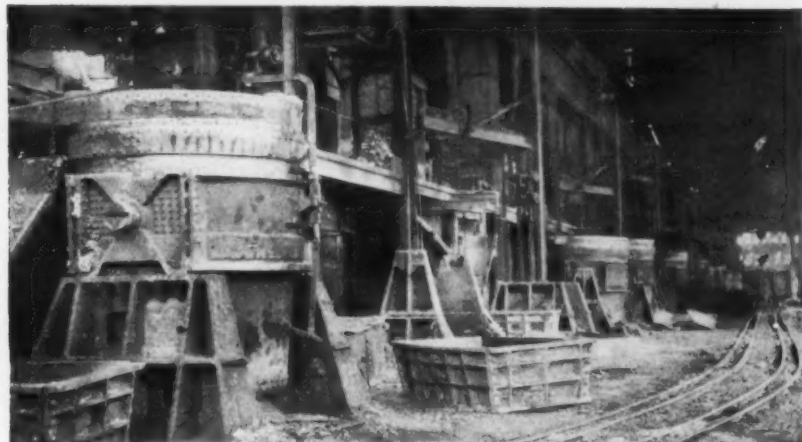
The Bessemer Process.

A converter pouring molten steel. The men here are watching the process, the pourer and crane-operator alone being active.



An Open Hearth Mill.

Pouring molten metal into a furnace on the charging side. This long line of furnaces seldom shows more than half a dozen men in action.



An Open Hearth Mill.

A ladle, holding 65 tons, placed to receive molten steel on the tapping side. Here the moving crane does practically all the work.



Shearing a Steel Slab.

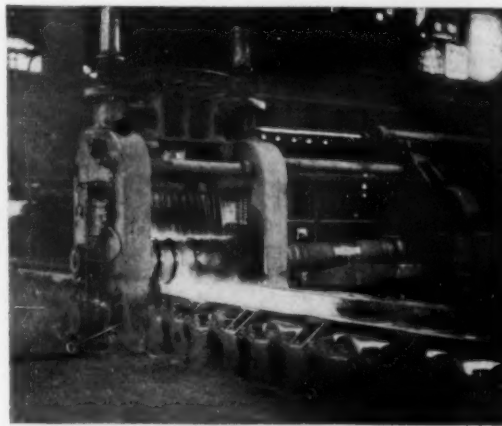
From which boiler and other plate is rolled.

**EDITOR'S NOTE:**—Certain muck-rakers, including one who admitted that he had never visited a steel mill, have had much to say in criticism of the treatment of its employees by the United States Steel Corporation. It has been alleged that the workmen have been practically slaves, overworked, poorly paid and living in squalor. The statements were so startling that Leslie's Weekly sent its representative, James A. Waldron, to Pittsburgh and vicinity with orders to investigate the situation thoroughly and impartially. Mr. Waldron devoted ample time to this mission and herewith is printed the first article giving the results of his inquiry. It will be followed by others which will show the conditions as they actually are.

visited, with Homestead as the basis of a more detailed examination, for the reason stated. The great plant of the National Tube Company, at McKeesport—a subsidiary of the United States Steel Corporation, although it does not belong to the Carnegie chain—also came under the survey.

From careful observations made, it may be said that there is probably no great industry in the world whose officials, through intelligent and practical channels, exercise a more modern and humane regard for the labor employed than does the Carnegie Steel Company and the subsidiary at McKeesport. And throughout the other plants of the controlling company, as I believe—for the whole scheme of "welfare" and uplift was designed for general adoption and execution—like circumstances prevail, with the constant addition of new features, with the comfort, the safety and the betterment of all the conditions of the tens of thousands of men employed constantly in mind.

Dr. William H. Tolman, director of the American Museum of Safety, recently delivered an address before the New York Chemical Society, in which he said that "safety to its employees has become a passion with the United States Steel Corporation," and he declared that, so far as safety is concerned, if he



A Bloom Mill.

Rolling an ingot into blooms, from which rails are rolled.

**TRUTH** "loves open dealing." This means fair dealing. In modern phrase, it means square dealing. There has been much muck-raking as to the steel producers in their relations with their employees. It is time the truth about those relations should be made known.

I was commissioned by LESLIE'S to visit Pittsburgh and get the truth as to the relations between the United States Steel Corporation and its men as they exist there. My inquiry was made particularly as to Homestead, which, from the days of Amalgamated Ironworkers' domination—which ended in 1892—has been the special object of attack by muck-rakers, by reformers with theoretical notions and by social workers who wish to anticipate the millennium, yet who do almost as much mischief as good in certain directions.

The Carnegie Steel Company, which operates largely in the Pittsburgh district, is the backbone of the larger corporation in production; and its plants at Homestead, Duquesne, Clairton and Braddock were

were a laborer, he would rather work for this corporation than for any other company in America. He added that the Steel Corporation in three years had achieved in the field of accident prevention a work which took manufacturers in Germany twenty-five years to accomplish. My inspection at Homestead and other plants disclosed a system that it would be difficult to improve upon. And this is but one feature of the regard for the workman's welfare apparent in these plants.

There are many things to take into account in the steel industry that muck-rakers and reformers have not considered. At the time of the first strike of the Amalgamated Ironworkers at Homestead, in 1882, that plant employed 600 men. To-day it has about 7,000, while other plants almost as large are comparatively new in the field. The increase in the number employed at Homestead in thirty years fairly represents the marvelous development of the steel industry. Plants have literally multiplied, while

(Continued on page 373.)



# Popular Actors in Recent New York Plays



George M. Cohan,  
With one-tenth of his attractive chorus in "The Little Millionaire" at George M. Cohan's Theater.



Elsie Ferguson,  
Starring as "Dolly Todd" in "The First Lady of the Land."



"The Millionaire."  
Scene from Henry W. Savage's production at the Thirty-ninth Street Theater.



"Disraeli."  
George Arliss and Herbert Standing in the Parker play at Wallack's Theater.



"The Talker."  
From left to right, Tully Marshall, Wilson Day and Isabella Fenton in Marion Fairfax's play at the Harris Theater.



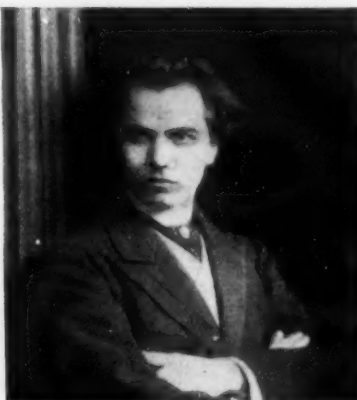
"The Senator Keeps House."  
William H. Crane and Lorraine Frost in Martha Morton's play at the Garrick Theater.

## Kubelik Earns a Million Dollars with a Violin

By HARRIET QUIMBY



Castle Bychory,  
Jan Kubelik's home at Kolin, Bohemia, bought with part of his enormous earnings.



Jan Kubelik,  
The great violinist who has won more than a million dollars within ten years.



Music Room  
In Kubelik's magnificent home at Kolin, Bohemia, where his children await him.



Madame Kubelik.

"IN TEN years I have made over a million dollars with my violin," said Jan Kubelik, when he returned to New York after a concert tour of the West. "For years I have been striving to reach the point where I could feel that I could take a rest. Now the time has come. During the past ten years I have given sometimes over one hundred concerts a season. You, as a layman, will not understand what that means; but musicians, who know that anything over thirty concerts a season is a hard season, will understand. No," he replied, in answer to a question, "I don't think I shall ever completely retire until I am forced to do so. What I mean by taking things easy is not to give up my work, but to give fewer concerts and to devote more time to my little family. I have never had a chance to enjoy my home and my five children. My wife, who travels with me, is almost as much a stranger to them as am I. It is time now for me to divide my devotion more equally between them and my art, instead of giving my lion's share to the latter." Mr. Kubelik is now only thirty-two years old. Shortly after his first American tour occurred the culmination of his romance—one of the prettiest in the annals of love. He was married to the beautiful Countess Saky-Czell, scion of one of the oldest families of the Hungarian nobility. Kubelik's

domestic life has been as idyllic as its beginning was romantic. Five daughters have been born to the couple, the first two twins. Castle Bychory, Kolin, Bohemia, was purchased by Kubelik with the proceeds of his first two American tours. The twin daughters are now seven years old. They both play the violin. "These children of mine," he said, "have an immense advantage that I did not have. In my profession, as in every other, experience is a great factor. I had to begin at the beginning; I had to accumulate my knowledge. All that I know I have learned myself. With them it will be different. I can tell them in a day what it has cost me years to find out. I do not actually teach my children the technique of the violin, but I will give them all that I possess. They are at home now studying. My season is over in April, and my wife and I will go to them at once."

"In ten years," interposed little Mrs. Kubelik, "you will hear them play in New York. They have inherited the genius of their father." Kubelik was born in Michele in 1880. His father was a market-gardener and musician. The violinist was educated at the Prague Conservatoire and has played in public since 1898. He is Royal Violinist of Roumania, and has been decorated by that Court, by France, by Serbia, by the Pope and by the Czar.



Kubelik's Daughters.



# Quaint Primitive Water Craft of Many Lands



A "Balsa" of Corkwood.

Used by the Bolivian Expedition in passing down the Mapi River, Bolivia. A novel means of conveyance through a wild and primitive country.



A Singhalese "Catamaran."

Fishermen guiding a native boat through the surf at Wellawatta, Ceylon. That they are expert in sailing this picturesque craft the picture shows.



A Siberian "Baydara."

This primitive boat is seen in process of construction by men who hold to ancient habit, the Gukaghirs, on the Gassachna River in Northwestern Siberia, a bleak country.



The Savages of Japan.

These aborigines, called the Ainus, are here seen in their queer dugout canoes. They are a fierce and hardy people who cling to the ancient customs of their kind.



A Sea of "Junks."

A gathering of these characteristic Chinese craft in Soo-Chow Creek, just beyond the European section of Shanghai. Natives in seething filth eat, work, sleep, raise families and die on these vessels, many never stepping ashore.



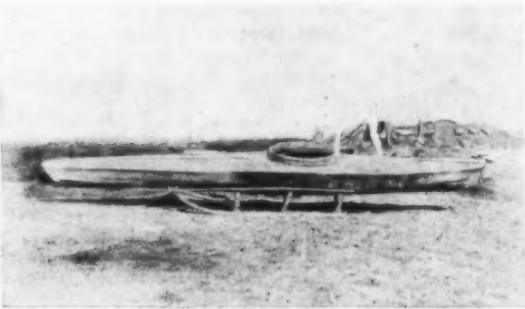
The "Vinta" of the Moros.

These spry little vessels navigate the Sulu seas, and their occupants run about American men-of-war to observe, and if possible to steal. One will dive for a penny, a tin can or a bit of clothing.



A Wonder of the Sea.

This Moro craft, in which American sailors would be afraid to push far, is used by the reckless natives to sail from the isle of Basilan to Sandakan, Borneo, 400 miles, without maps or instruments.



An Eskimo "Kaiak."

This canoe, which has an individuality, was photographed at Indian Point, Siberia. In winter it is hauled to the edge of the ice on a sledge and ventured in by the hardy denizens of this region.



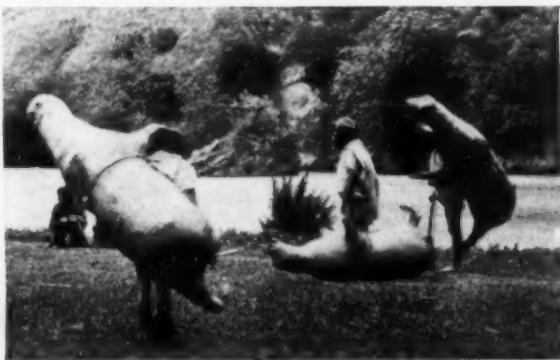
A Chinese "Sam-Pan."

This craft is seen taking a passenger ashore from a merchant liner. The Chinese are very clever in handling it in strong currents, sculling with a single oar with a rope attachment to the deck.



A Chinese Junk.

This typical Chinese craft, perhaps the most ancient of navigating vessels, is passing Woosung. Many are operated by pirates, or are pressed into casual service by the Chinese Navy.



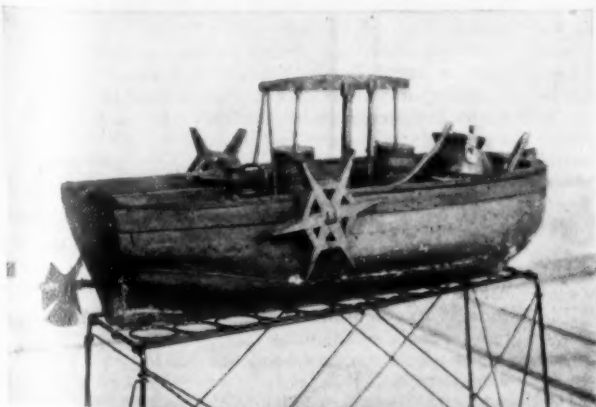
A Water Device in India.

Natives are here seen crossing the Beas, below Bajour, with the aid of inflated bullocks' skins. Such navigation requires skill, but there is no danger of sinking while the skins are taut.



The Venetian "Gondola."

Here is the boat that traverses the canals of Venice, famous in song and story. In this picture a Doge's palace is seen from the lagoon, with gondolas at its front and a single one in the foreground.



Fitch's Steamboat.

A model of the vessel that sailed the Delaware River between Philadelphia and Bordentown, N. J., before Robert Fulton built a boat. It is at the New York Historical Society Building, New York.



The "Clermont."

This is the replica of the famous early steamer which attracted attention in the marine parade in New York waters during the Hudson-Fulton celebration in September, 1910.



The "Half Moon."

The craft of 80 tons burden in which Henry Hudson sailed with only about twenty men on his voyage of discovery, and in which he explored the river that now bears his name.



# Development of Motor Boat Engines

By WILBUR H. YOUNG

**T**HE FIRST attempt to utilize the internal-combustion motor for marine purposes—in fact, the first engine of this type that was put to practical use—was made by an Englishman, Samuel Brown, who, in about 1825, equipped a boat with his invention. It was, however, not a success commercially, and it was not until 1860 that Lenoir brought out and patented the first commercially successful engine. This motor, curiously enough, was equipped with electrical ignition of the now well-known jump-spark type, without, of course, the present-day refinements.

It seems and really is only a few years, though, since the gasoline engine for general use in a boat was a distinct innovation. I can recall vividly my first sight of a motor boat sailing up the harbor, making a noise like a battery of six-pounders in action, and the profane remarks passed by the disgusted skipper of our yawl-rigged hooker anent these "new-fangled nuisances." That motor boat consisted of an old ship's yawl, about twenty feet in length, and had installed a single-cylinder, four-cycle engine, of about five inches bore by six inches stroke, which was called three-horse-power. This motor ran about 350 revolutions per minute and was provided with a type of ignition now obsolete, consisting of a tube which projected into the cylinder and required heating previous to starting the engine. This heating was accomplished by means of a gasoline torch applied to the outer end of the tube. Compared with the present-day systems of high-tension magneto and coil, this old method was cumbersome, crude and in-

efficient, but it served its purpose at the time and was fairly reliable.

This particular boat had no method of reversing the propeller and the engine served simply as a power plant for forward propulsion, and, when a landing was to be made, the helmsman watched his chance and stopped the engine by shutting off the gasoline supply, trusting to his judgment as to whether the boat had way enough to reach the landing or not. To-day, even the smallest power tender is usually equipped with some positive method of reversing the propeller action, either by means of a reversing friction gear which permits of a positive forward motion, a neutral position at which the propeller does not turn at all or a reverse position where the power, by means of a system of gears, is applied to the propeller shaft in a reverse direction, the engine running in one direction only. Several excellent devices are made that permit the reversal of the angle of the blades of the propeller itself. In large, four-cycle installations, compressed air is frequently used to start the engine in either direction from a standstill, and a reverse gear or reversing propeller is not required; but, on account of the expense of such an equipment, its use is confined to the larger installations only. A two-cycle motor can run equally well in either direction and can be reversed by a timely manipulation of the spark, but at its best this is a decidedly uncertain method.

The older types of engines were not considered substantially built unless they weighed from seventy-five to one hundred pounds to the horse-power,

whereas to-day one can purchase a high-speed motor of most excellent construction and wearing qualities, weighing from six to ten pounds per horse-power, and in the heavy-duty types of the present a weight of fifty pounds per horse-power is considered very heavy. The reason for this is that the manufacturers are to-day using materials and workmanship of the highest grade, instead of depending almost entirely on weight of metal for strength.

Formerly the two-cycle motor had considerably more power for the same bore and stroke and same number of cylinders than the four-cycle type had, but this is not altogether true to-day, as there are several makes of the four-cycle type that have been so highly developed as to exceed the best results produced by the two-cycle type. But, in the opinion of a large number of competent engineers, just as soon as some enterprising manufacturer shall devote a sufficient amount of energy and ability to the problem, the two-cycle type of motor will control the field.

The development in the heavy oil engines has been marked by many changes in the details of the operating mechanism, but, in general, the original designs remain. Engines of much larger horse-power are being manufactured; in fact, some engines of the Diesel type, running up as high as 1,200-horse-power per unit, have been placed in operation abroad. In this country the bulk of the marine-engine manufacturers are devoting themselves to the development of the smaller horse-powers as a commercial proposition, although a few have turned out successful high-speed types in from 150 to 400 horse-power units.

## Cost and Maintenance of Motor Boats

By C. VON CULIN

**T**HE COMING of the motor boat has not taken away any of the pleasure of the sailboat, but has added very much to it. The installation of auxiliary power (except in strictly racing sailboats) has become almost universal. The cost of an engine for auxiliary use, including installation, which will enable the sailor to get in and out of harbor, pick up moorings, to be able to come and go regardless of wind or tide, is comparatively low, when you consider that the 20-foot to 50-foot sailboat may use from 3-horse to 25-horse power. Much depends upon the requirements and the type of engine selected. For instance, a 20-foot sailboat may have installed a 3-horse power, 2-cycle engine, at a total cost of about \$100. The 25-foot to 50-foot boat may use from 5-horse to 30-horse power.

The cost of engine and installation will vary, according to changes which may be necessary, as well as the type, make and power of engine selected. A fair estimate, taking the minimum and maximum, would be 5-horse power for \$175, 30-horse power for from \$600 to \$1,500—the lowest price being for a medium-duty, 2-cycle engine, and the higher price for a 4-cycle engine. Much depends upon the beam, draft and actual speed required.

The actual cost of maintenance of the auxiliary engine in the sailboat is very small. One pint of gasoline per horse power each hour and one pint of cylinder oil to each five gallons of gasoline is a fair estimate. A 3-horse power gasoline engine can be run at a cost of seven cents per hour. The average price of gasoline is twelve cents per gallon. Good cylinder oil is eighty cents per gallon. The sailor who has not become reconciled to installing an engine in his boat can make good use of a power tender.

A couple of handy young men can secure the plans for a 20-foot cruiser, buy all the materials to build and fully equip such a boat ready for use, including

engine, reverse gear, cushions, etc., for \$460. The cost of gasoline and oil to run such a boat five hours a day would not exceed seventy cents.

The yearly expense outside of running will not be more than from \$35 to \$50, including painting, storage and care of engine. A 25-foot cruiser could be built and equipped with suitable power for \$550. The cost of running the boat would not exceed one dollar for five hours a day; the yearly cost of storage, painting and care of engine, from \$40 to \$60. A 25-foot hunting-cabin boat, fully equipped, may be had for \$1,000 and upward.

The 30-foot cruiser is the most popular size. While it can be managed by one person, it is considered a two-man boat, and can be had for from \$1,200 to \$3,000, according to style, fittings, furniture, etc. Eight miles per hour is a fair speed for this class of boat. When ten or more miles are desired, it depends upon the model of the boat and the power installed. This size boat is usually equipped with from 12-horse to 25-horse power for ordinary use, although 12-horse is sufficient, and a well-designed boat with a well-selected engine of from 12-horse to 15-horse power should make between nine and ten miles per hour. The cost of running a 15-horse engine—that is, for gasoline and oil—would be about thirty cents per hour. When one takes full charge and care of his boat, the expense is small. Winter storage and care of engine, painting, etc., should not exceed \$100.

A 35-foot cruiser, with an 11-horse power, 2-cycle engine, has been built by the owner at a total cost of \$700, not including labor. This was from a knock-down frame.

The cost of a 40-foot cruiser, fully equipped, is from \$2,800 to \$4,300, exclusive of engine, depending upon the speed and type of engine selected. One man should be in charge of such a boat when it is not in use, unless it is in a safe harbor. The average

running expense of the boat when in use would be about \$5 per day when one man is hired. The winter care of boat and engine, painting, etc., would be about \$200. Should the owner have access to storage other than around New York City, the cost may be reduced one-half or more.

A 45-foot cruiser will cost from \$3,300 to \$5,200, exclusive of engine; a 50-foot cruiser, from \$5,000 to \$7,500; a 60-foot cruiser, \$6,500, exclusive of engine. The same, including a 6-cylinder, 60-horse-power, 4-cycle, heavy-duty engine, would be \$9,500. On a cruiser of from 45 feet to 60 feet, two experienced men are necessary, and four or more are often used, depending much upon the number and kind of guests you have and the style of boats. The cost of daily expenses cannot be estimated. A good man in charge of the boat and engine should be worth from \$75 to \$100 a month while the boat is in commission. At times a man may be had for half that amount.

There are other classes of boats—the open family boat, the day runabout, the fast runabout or semi-speed boat. Starting with the 18-foot pleasure boat, a well-built boat, with a good 3-horse, 2-cycle engine, at \$200, capable of seating six persons comfortably, can be run at a cost of five cents per hour. The cost of care of boat and engine should not exceed \$25 per year. Next comes a 21½-foot runabout, seating ten persons, with a 4-horse engine, at a cost of \$300. A 24-foot boat, seating twelve persons, may be had at \$450, with an 8-horse, 2-cylinder engine—a good 9-mile-an-hour boat. For a fast runabout or semi-speed boat, seating from six to eight persons, with 11-horse, 2-cylinder, 2-cycle engine and speed of 14 miles per hour, \$775 may be paid. The amount of gasoline required for these several open boats is one pint per hour for each horse power and one pint of cylinder oil for each five gallons of gasoline. The speed boat is in a class by itself.

## Which? Motor Car or Motor Boat?

By HAROLD WHITING SLAUSON

**T**HE MAN who is able to ask such a question is fortunate, for it indicates that he lives in a locality surrounded by good roads and situated on a body of water suitable for navigation by small craft. It is not every one who can thus take his choice of two of the most healthful and enjoyable pastimes open to the man of average means. The automobile and the motor boat can scarcely be considered as competitors; each fills its own field.

It might seem that personal preference should be the deciding factor—other conditions being equal—and that the man who is fond of country scenes and roadside glimpses should own the automobile, and leave the motor boat to him who loves the "water for the water's sake." But there are few who can judge impartially the respective merits of each. Accustomed to travel through the country in his machine at a rate of from twenty to sixty and possibly even ninety miles an hour, the automobile owner may be inclined to look with disdain at the ten-to-twenty-mile limit of speed of the average motor boat, and to consider the naval architect's jubilation over the recent forty-six-mile-an-hour triumphs on the water rather a poor performance.

To such a man the motor boat may not appeal

until he has tried it. Then he will realize that conditions of travel on the water in a small boat are totally different from those of locomotion on land in an automobile, and that a speed of twenty miles an hour in the former is as exhilarating as is double or treble that speed in a motor car.

Racing with high-speed motor boats offers the same excitement on the water that driving a car does on the land, but running the ordinary craft at reasonable speed is a far more restful occupation than is operating a car under the most simple conditions. A man on the verge of nervous prostration could hardly trust himself to take the wheel of his thirty-horse-power motor car, and yet he could run a small motor boat all day with but little mental or physical fatigue.

But motor boating, as a sport, is limited to but the warm and pleasant half of the year in many sections of the country, and it may be argued that this fact will bring its cost well above that of year-round land motoring. This would be true if the initial cost and operating expense of the two forms of vehicle were the same. While these items may vary considerably in different cases, the average proportion of cost is "two if by land and one if by sea"; for a

small motor boat, seating five or six passengers, can be bought for about one-half of the cost of the lowest-priced automobile. In fact, a real motor boat can be purchased complete and ready to run for slightly over \$100, while a \$500 craft will compare favorably in quality and workmanship with the \$1,000 automobile. For the price of a modern limousine, a complete forty-foot or forty-five-foot cruising boat, provided with sleeping and eating accommodations for seven or eight persons, may be secured. In such a craft an extended cruise may be taken, and a boat of this size will be found sufficiently staunch and seaworthy to venture out "into the open."

The cost of operation depends upon the size of the craft, but a small motor boat may deliver a mileage of twenty or twenty-five from a gallon of fuel. The large boats, provided with powerful engines, may consume one or more gallons per mile. But even though the \$500 or \$1,000 motor boat may consume more gasoline than its land cousin, the hourly expense would be less, and the saving in tires alone would store the boat for the winter and provide a new coat of paint and varnish in the spring.

The low-priced motor boat will prove to be the cheapest pleasure-giver that one can buy.



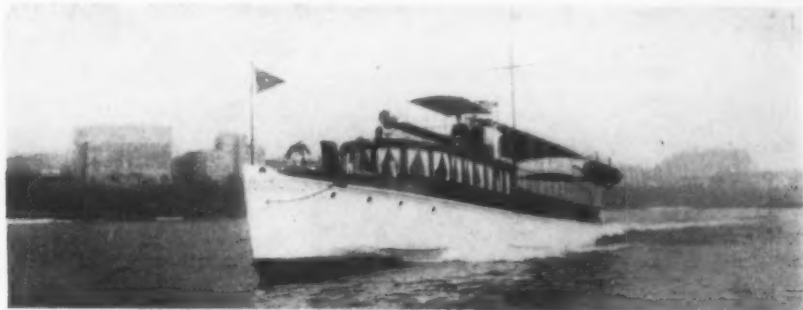
# Typical Gasoline Cruising Boats

By FREDERICK W. GOELLER, JR.



**Raised-deck Cruiser "Mab."**

Length, 27 feet; 10-12 horse-power, speed 10 miles. C. M. Camp, owner.



**High-speed Seabury Cruiser "Alfredine IV."**

Length, 99 feet; 300 horse-power, speed 20 miles. Ralph Slavin, owner.



**Ocean-going Cruiser "Kestrel."**

Length, 63 feet; 40 horse-power, speed 14 miles. E. Burton Hart, owner.



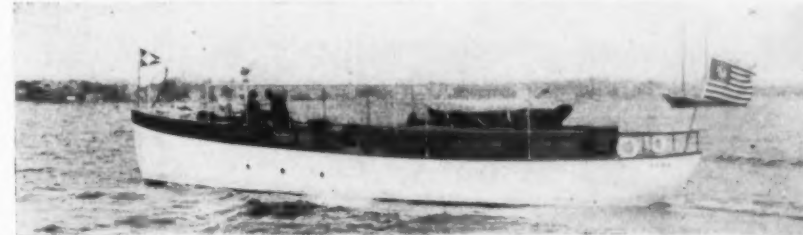
**Hunting-cabin Cruiser "Dandy II."**

Length, 28 feet; 8 horse-power, speed 8 miles. W. P. Smith, owner.



**Raised-deck Cruiser "Kittreis."**

Length, 38 feet; 30 horse-power, speed 13 miles. Henry Weisman, owner.



**Day-boat Cruiser "Efra."**

Length, 55 feet; 80 horse-power, speed 12 miles. E. C. Blum, owner.



**"Elco de luxe" Cruiser.**

Length, 51 feet; 60 horse-power, speed 15 miles. M. McCarter, owner.



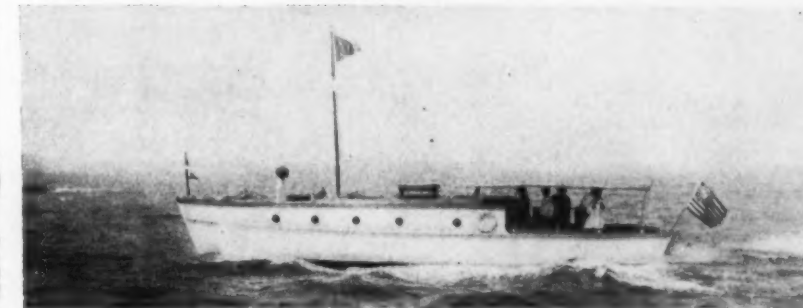
**The "Alsoran."**

A typical Boston boat.



**Raised-deck Elco Cruiser.**

Length, 40 feet; 20 horse-power, speed 10 miles. W. K. Vanderbilt, Jr., owner.



**Raised-deck Cruiser "Virginia."**

Length, 67 feet; 40 horse-power, speed 13 miles. Alexander Smith, owner.

THERE are, roughly speaking, only two types of small power boats—open and cabin. The former is eliminated, as only the most wildly enthusiastic "yotters" find pleasure in cruising in an open boat, with only a tent or some such device for protection. Considering the "small boat," the over-all length will be limited to thirty feet, as for boats larger than this the cost both for the hull and engine runs up very fast.

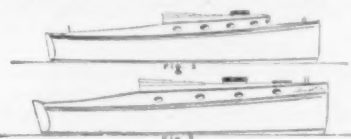
Fig. 1 shows a trunk-cabin boat. For those who like fishing or to take a party of friends out for an afternoon sail, this is the ideal boat, as it affords plenty of deck space, and, with the cabin top for a seat, a man can either fish with some degree of comfort or he can arrange his party so that every one is comfortable and has plenty of elbow room. With this arrangement, a galley—nautical name for kitchenette—may be put in, with an alcohol or kerosene or even a wood-burning stove, so that warm "grub" may be prepared when away on a cruise or a hot cup of coffee prepared. A toilet is a necessity and a serviceable one may be bought for from \$25 up. The location of this depends largely upon the size and shape of the boat. If there is not room to build a separate compartment, a common practice is to put it under one of the seats in the cabin.

For those of limited means who are buying a boat for the first time, my advice is to go to a yacht broker's, or to all of them, and see what they have. The majority of boats on a broker's list must be pretty good if he continues in business, and a man



**Ocean-going Cruiser "The Berneo."**

Length, 59 feet; speed 15 miles an hour. S. W. Granbery, owner.



who will take the trouble to list his boat can be depended on to act fairly. The prices for boats bought through such an agency, ranging from twenty-five to thirty feet, will come somewhere between \$300 and \$350 or \$500 and \$600, according to the age, finish and builder.

Or the man who has had experience with engines may get a hull and install the engine himself. In this way considerable may be saved. My idea of the ideal boat for this purpose is to get hold of a big, husky catboat or an old-style sloop, remove the rig, and have an engine, just large enough to drive the boat five or six miles an hour, installed in the cockpit, aft of the cabin house, with a removable hatch over it, to keep the weather off. Only recently I saw two catboats for sale, both twenty-five feet long by eleven feet wide, one for just under and the other just over \$300. With the rig removed and sold, it would help toward paying for a five-horse to seven-horse power engine (which will cost, new, in the neighborhood of from \$150 to \$200). This is really the ideal proposition, both for comfort and all-around seaworthiness and as one in which you are able to get your money back when, through whatever cause, you want to sell again.

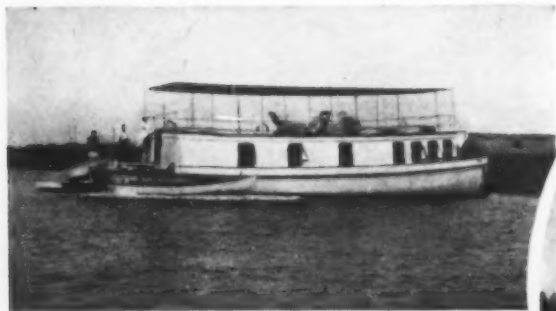
If it is to be the first boat you have ever owned, and you are not positive or decided on any type, and you have no friends with boats from which you can form some sort of an idea, do not put too much money in a boat. It is better to go slow until you

(Continued on page 373.)



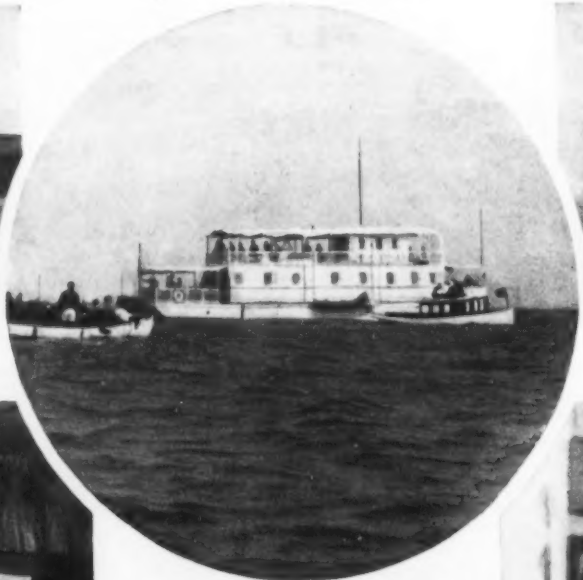
# Uses and Delights of the Power Houseboat

By JOHN TRUMPY



**Fitted to Sail on Big Waters.**

Ocean-going motor houseboat "Togo," owned by S. P. Lippincott, Forked River, Barnegat Bay, N. J.



**Able to Traverse the Seas.**

The "Elvira," 100 feet long, owned by William W. Trimpi, Great South Bay, L. I.



**A Small Ocean Liner.**

The "Bonito," a twin-screw vessel, 110 by 21 feet, owned by Commodore Henry M. Stockton, N. Y. Y. C.



**Home Comfort on Shipboard.**

Interior of a nicely furnished stateroom on one of the big ocean-going houseboats.



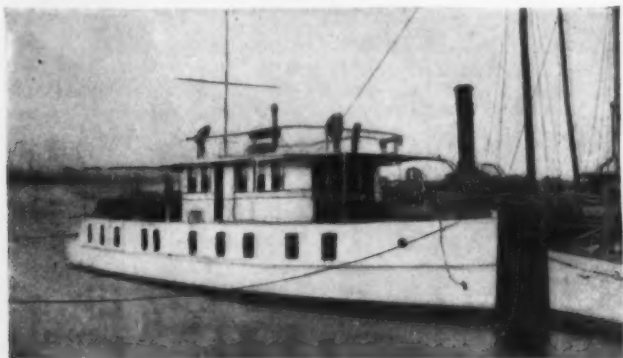
**Where the Cook Rules.**

Well-equipped galley aboard a first class houseboat.



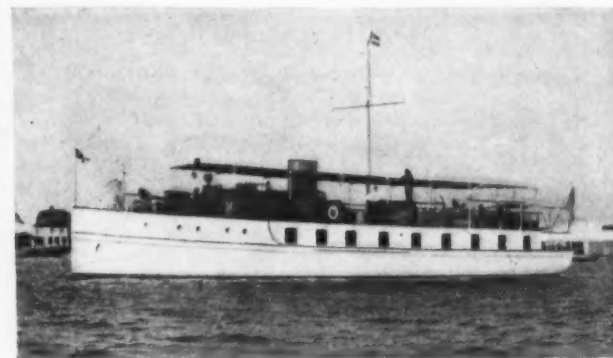
**Handsome Assembling Room.**

Salon of the "Bonito," which has five staterooms, three bathrooms and every modern equipment.



**A New Yorker's Floating House.**

Houseboat "Lodona," 77 x 18½ feet, with 30 inches draft, owned by E. J. Greacen.



**A Pleasant Summer Home.**

The staunch and up-to-date "Elenada III," 90 feet long and 17½ feet wide, with 39 inches draft.



**Doubly Equipped for Speed.**

Auxiliary ocean-going houseboat "Nautilus," schooner-rigged, 25-horse power, owned by Fred H. Bahr, Barnegat Bay.



**Boasting a Very Shallow Draft.**

The "Cocopomelo," which draws only 18 inches of water, designed especially for use in Florida.



**Always in Need of a Pull.**

Houseboat on the Columbia River, at Vancouver, Wash., which is towed about by a motor launch.

WHEN one hears the word houseboat, he involuntarily has in mind something more or less like a floating house—a barge or scow type of a hull, with deckhouses giving living quarters for the owners, the boat being anchored in some protected bay or harbor, and only able to move around with the assistance of a tugboat.

This was true enough, with few exceptions, before the internal-combustion engine came to play such an important part in marine propulsion as it does to-day. This development and perfection of marine gasoline motors have made it possible to design and construct a houseboat which can meet all the requirements that anybody can expect of a boat or yacht, and also give home comfort to the owner and family, without the necessity of going to the great expense of building a large yacht, which has the disadvantage, on account of its size and draft, of being unable to navigate many of the most beautiful bays, rivers and lakes of the country.

The enormous expense attached to building and maintaining a steam yacht, or even motor yacht, of size sufficient to accommodate with comfort the owner with his family or friends for extensive coast and in-

land cruising, makes this pleasure one which only could be thought of by people of large means.

A modern houseboat, even of moderate size, gives this accommodation and costs less to build and less to maintain than any other type of power pleasure vessel. One here must consider the amount of room and available proportion of the boat for the owner's quarters, and not only the length of the boat. In a boat of the *Lunaria* type, fully seventy per cent. of the overall length has been given to the owner, and she has, besides, space for motive power and crew not found in any ordinary cruising boat of her size.

In the *Lunaria* the crew quarters and engine room are located aft, leaving the forward and best part of the boat for the owner's use. This gives room for three large staterooms, each fitted with lower berth and upper folding berth, one bathroom and private toilet room adjoining one stateroom, all conveniently arranged each side of a center passage. The dining and living room—eighteen feet long and of a mean width of fourteen feet—is located forward and provided with comfortable extension seats, buffet, writing desk and extension table and chairs. All rooms below deck are provided with screened windows, as-

suring abundance of light and ventilation, which, of course, is one of the important points in favor of the houseboat. All windows are provided with storm shutters for protection in heavy weather. An open stairway leads from the dining-room to the deckhouse and the long, clear, expansive deck, entirely covered with an awning, where one, in easy wicker chairs in hot summer days and evenings, can enjoy the cooling breeze, and also have opportunity to move around freely with sufficient elbow room.

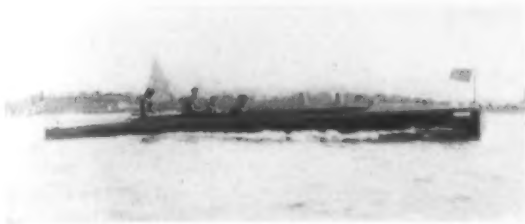
The seaworthiness of this type of boat is a point much disputed, and here, of course, the draft plays an important item. Larger draft gives better seagoing qualities, but, again, large draft will make the usefulness of the boat more limited. It is the opinion and experience of the writer that these boats can be built on a draft that will give them all seagoing qualities necessary to take the outside runs encountered cruising along the Atlantic coast with perfect safety, and at the same time shallow enough to navigate the waters of the Florida coast and Southern inland waterway.

Proof of this is shown by the trip taken by the

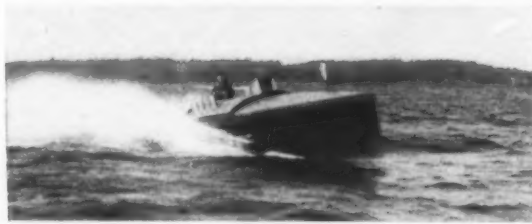
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# The Fastest Boat in the World



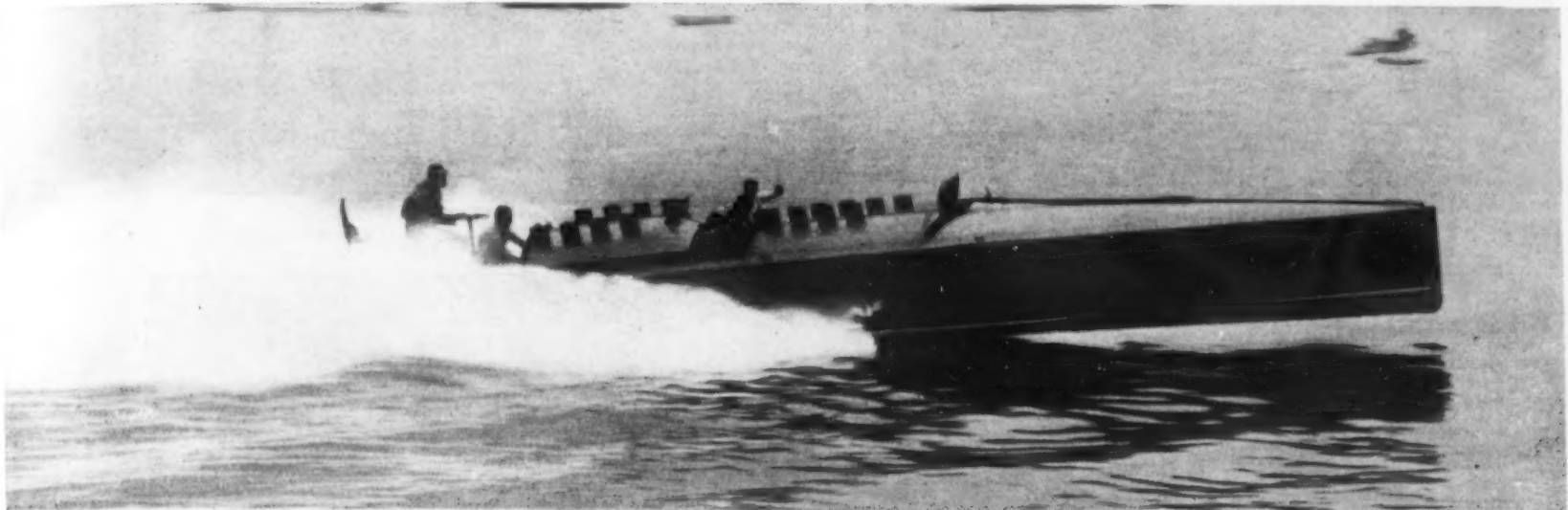
**Motor-boat "Dixie I.," Swiftest Craft of Her Time.**  
She was built for E. R. Thomas (seen at wheel) in 1905, had a speed of 30 miles an hour, and went to England and won the Harmsworth trophy. She was 39 feet long, 5 feet 2 inches beam, and had a 150 H. P. Simplex engine.



**"Dixie II.," Faster Than Her Predecessor.**  
Built for E. J. Schroeder in 1908, she had a speed of 35 miles an hour, and won the Gold Challenge Cup at the Thousand Islands. She was 39 feet 3 inches long, 5 feet 5 inches beam, and had a 200 H. P. Crane motor.

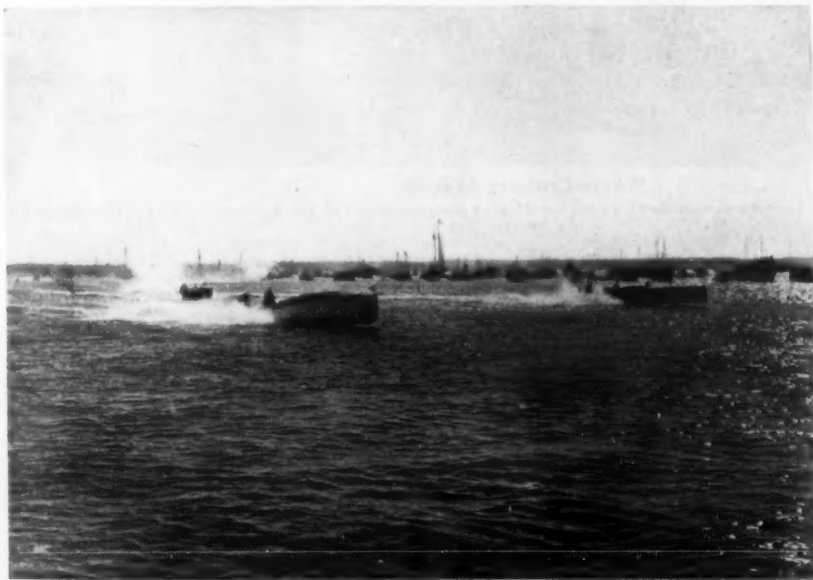


**"Dixie III.," a Still Faster Flyer.**  
Constructed for E. J. Schroeder in 1909, she had a speed of 38 miles an hour and successfully defended the Harmsworth Cup at Larchmont, N. Y. She was 39 feet 11 inches long, 5 feet 7 inches beam, and had a 250 H. P. Crane motor.



**"Dixie IV.," the Swiftest Water Craft Ever Built.**

She was built for Commodores Hecksher, Melville and Burnham, and defended the Harmsworth trophy at Huntington, L. I. in 1911. She beat five other boats and developed a record speed of 47 miles an hour in the trials over a measured course. She is 39 feet, 11 inches long, 7-foot beam and has two 250 H. P. Crane motors.



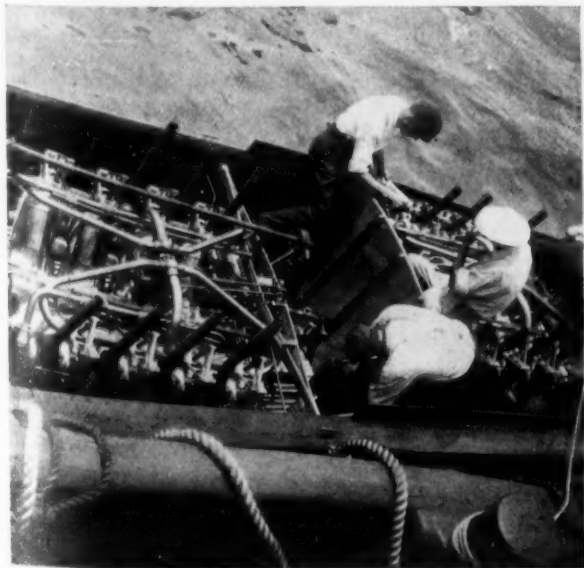
**Where the World's Best Motor-boat Record was Made.**

Start of the International Race at Huntington, L. I., in 1911. "Dixie IV." speeding in the lead at the right; the "Pioneer" shown at the left.



**A Notable Contest Decided.**

Finish of the great International Motor-boat Race at Huntington, L. I., with "Dixie IV." winning by a long distance.



**Wonderful Engines of "Dixie IV."**

Two large motors of 250 H. P. each, one of which is a duplicate of the engine in "Dixie III."



**Clinton H. Crane,**

The ingenious and widely known designer of "Dixie IV."



**Prominent Motor Boatmen.**

Commodore Melville (at left) and F. K. Burnham, leading members of the Motor Boat Club of America.



# Pursuing Summer in the

Ideal Cruising on Rivers, Lakes, Canals and

By W. P. STEVENS, Editor of Lloyd's Register



**The Start South from New York.**

Preparing the "Irene II"—39 feet, 11 inches long, 15 H.P., draft 3 feet 6 inches, speed 10 miles.—W. S. Granbery, owner, for a long journey.



**On the Raritan Canal.**

The big "Mao II," Dr. Oppenheim, owner, with the 25 foot "Dandy" alongside, and the "Irene II" astern, leaving New Brunswick, N. J.



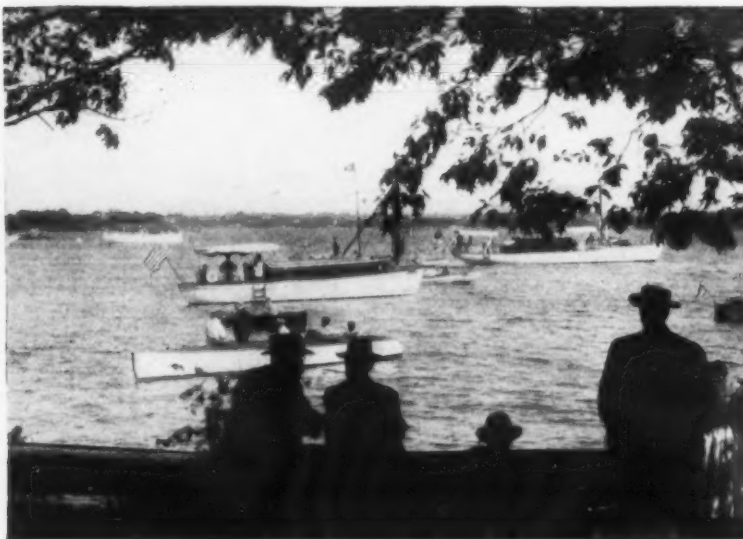
**A Calm Waterway.**

Looking far up the Raritan Canal from the deck of Dr. Oppenheim's "Mao II."



**Midnight on the Great Lakes.**

The 50-foot "Gertrude" gliding through calm, moonlit waters. Man sleeping under blanket on deck.



**Where Cruisers Abound.**

Animated scene on the St. Lawrence River, a favorite route with the devotees of power cruising.



**Scene from the Past.**

Old time lock tenders maintaining the heavy timber of a lock on the Erie Canal.



**Observing the Day of Rest.**

Sunday tie-up on the Erie Canal of the 30-foot "Mao," an object of interest to many villagers.



**Waiting at the Gate.**

Boats at the locks at Watervliet, N. Y., where the Champlain Canal connects with the Hudson River.



**Seeking a Different Level.**

A cruiser on the Erie Canal waiting along and ready to pass through lock.



**Her Trick at the Wheel.**

Woman steering the 50-foot "Marietta" while the latter was speeding along one of the Great Lakes.

**T**HE CRUISING which was possible when sail alone was the motive power for yachts was limited in both nature and extent; primarily it was an outing on the water, in the course of which certain ports were visited, under stress of weather or because of their accessibility, while as a sport cruising was confined to the seaboard and a few of the larger lakes. The introduction of the steam launch in the seventies wrought a great change. It added to the charts of the conventional cruising routes many places previously inaccessible on account of the depth of water or other difficulties of navigation, and opened to cruising yachtsmen thousands of miles of new and attractive water in the rivers, canals and smaller lakes of the eastern part of the United States.

While the influence of this new stimulus was quickly felt in yachting, it was, unfortunately, limited to the wealthier class of yachtsmen, who alone could afford launches of what may be termed the canal-limit size—within one hundred feet over-all length and about sixteen feet breadth. So far as long cruises were concerned, the steam yachts of the medium and smaller classes were useless. The engine was supplemented by a bulky and heavy boiler and large and dirty coal bunkers, the weight of the machinery and fuel calling for a hull of heavy displacement and excessive draft. Of necessity the machinery was placed amidships, in the space most available for the accommodation of the owner, who was forced into the small, triangular spaces toward the ends of the vessel. Under a peculiar application of antique laws, the smallest steam launch was compelled to carry two licensed officers, pilot and engineer. These and other disadvantages, including time lost in getting up steam and the heat from the boiler, made cruising almost impossible in launches of under sixty feet.

While the disadvantages of the steam launch were gradually minimized by the introduction of the triple-expansion engine, the coil boiler and oil fuel, and while the type itself was finally superseded by the "naphtha launch," with its light and compact engine burning gasoline under a coil boiler, it was not until the marine type of internal-combustion engine was developed to a certain point of efficiency and reliability that a practically perfect power cruiser was placed within the reach of yachtsmen of moderate means.



**Cruising Sharpens Appetite.**

Owner and guests aboard the "Mao II," bound for So. waters, enjoying lunch.



# in the Gasoline Launch

ivers, Lakes, Canals and Coastal Waters

N. S. Editor of Lloyd's Register of American Yachts



**A Calm Waterway.**  
Up the Raritan Canal from the deck of Dr. Newman's 25-foot "Marie."



**Dashing Down the Delaware.**  
The 40-foot "Eronel," 25 H. P., S. Cochrane, owner, making 11 miles an hour on the broad river.



**Shore Leave for All.**  
The 72-foot "Gannet," an 80 H. P. 12-mile boat, J. K. Clarke, Philadelphia, owner, riding at anchor.



**Scene from the Past.**  
The lock tender maintaining the heavy timber gates of a lock on the Erie Canal.



**Contrast in Speed.**  
Swift cruiser about to pass a slow moving canal boat drawn along by three lazy mules.



**Lending a Hand in Need.**  
Cruiser giving a friendly tow for a few miles to the boat of a party of weary campers.



**Seeking a Different Level.**  
Cruiser on the Erie Canal along and ready to pass through lock.



**A General Halt at Albany.**  
A fleet of cruisers moored at New York's State capital for sightseeing and supplies.



**A Fast Trip Down the Hudson.**  
The 64 foot, 40 H. P. "Clara," H. H. Westinghouse, owner, speeding at the rate of 14 miles an hour on the "American Rhine."



**Cruising Sharpens Appetite.**  
Guests aboard the "Clara," bound for Southern waters, enjoying lunch.

The cabin cruising launch, which stands to-day as the national type of popular and useful yacht, is the result of barely a dozen years of evolution and improvement in hulls and engines. As a typical instance, there may be quoted a cruising launch of some sixty-foot length, launched last fall for an owner hailing from a small town in Montana, where he had spent many years in hard work, with no thought of such a diversion as yachting. Now that the time has come for a vacation, he is afloat in his own boat, at present in Southern waters, on a cruise which is planned to carry him to the Panama Canal in time for the opening, and then through to the Pacific.

Just how small a launch may be and yet afford reasonable safety and comfort on a cruise of indefinite duration is a personal question, only to be answered by each owner and his party; but the typical inland cruiser for a small party may be briefly outlined as follows: The hull, with an over-all length of thirty-six feet, a water-line length of thirty feet, a breadth of nine feet and a draft of two feet six inches, will follow closely in model the lifeboat, with all the sturdy qualities of such a craft, and an interior that will give four sleeping berths, a toilet room, a small but convenient galley and full protection for the engine from the weather. The engine itself, of about twenty-horse-power, will be only heavy enough to serve as the necessary ballast for the hull, and the few cubic feet which it will occupy may be readily spared. The gasoline tanks, with from two to four days' supply, may be disposed of without loss of valuable space, and, with a cruising speed of about nine statute miles per hour, the cost per mile run will be moderate. Given a congenial party of four, of simple tastes, fond of outdoor life and able as well as willing to divide fairly the duties of navigator, engineer, deckhand and cook, the possibilities for pleasant and healthful cruising are without limit.

One of the first to appreciate the wonderful possibilities of the new gasoline launch was an old sailing yachtsman, a member of the New York Yacht Club, brought up in the centerboard sloops of thirty years ago. With unlimited time at his disposal, he started about fifteen years ago to gratify his lifelong love

(Continued on page 368.)



**The Lookout.**  
Keeping a sharp watch during a windy day on the Great Lakes from the 40-foot "Fortuna II."



# Motor Boating as a Sport for Women

By HENRY R. SUTPHEN



**An Expert in Steering.**

Mrs. F. S. C. Lyon at the wheel of a swiftly moving Elco speed launch. With smooth water and fair weather a sail of this kind is delightful.



**Rapid Transit on Water.**

The forty-foot "Carlotta," speed 18 miles, owned by Mrs. Clark Fisher, designed and built by the Electric Launch Company, Bayonne, N. J.

**T**HE POPULARITY of the motor boat is increasing each year with women, especially among those who have given most attention to auto-mobiling. As women have fairly mastered the handling of automobiles, it is found even easier for them to handle and become acquainted with the motor boat.

As compared with the automobile, the motor boat has considerably less machinery and no tire trouble to contend with. The engine is much the same in both vehicles, and, with the perfection in design, construction and equipment, the engine of both the automobile and the motor boat requires less and less attention in care and operation.

The modern motor boat will serve one on the water as the automobile does on land. As in the automobile, so in the case of the motor boat, various conditions demand a large variety of boats. The express or open boat is arranged so the steering and controls of the motor are brought alongside of the steering wheel, enabling the operator to steer and control the engine as she would in a motor car. Express boats of this type are built, which are perfectly safe at speeds of twenty-five miles an hour.

The sensation of driving over the water at this speed is equal to a speed of from seventy to eighty miles an hour in an automobile on land, with much greater safety, there being no tire risk or dangerous



**A Joyous Mariner.**

Mrs. J. Stewart Blackton aboard her motor yacht "Paula."



**A Deep-sea Sailor.**

Mrs. Bacon at the wheel of the "Yo Ho" in the 1910 race for Bermuda.



**On an Inland Trip.**

Miss Ruth Remington steering her speed launch on the St. Lawrence.

road conditions. Still greater speed is being obtained from the hydroplanes, which undoubtedly will become popular for women to drive as well as men, as these boats can develop tremendous speeds, equaling that attained in the air by aeroplanes, but with absolute safety. Hydroplaning is like coasting downhill all the time, but with none of the dangers encountered in aeroplaning.

There is also a cabin launch, corresponding on the water with the limousine car on land, which affords protection against winds and weather, so that the owner can travel at any time, at high speed, regardless of the weather conditions. Mrs. Clark Fisher is a well-known American woman and encircled the globe a year ago in an automobile. She is an ardent motor-boat enthusiast and says of her boat, "It has

been admired by every one who has seen it, and no one has been able to compete with us on the lake (Lake Como, Italy), we having taken the St. Christopher medal for the most difficult and exciting tests in starting and stopping, and the gold medal for graceful lines and floral decorations. I also find that, although the boat is built for lake use, it will stand the rough weather in the most seaworthy manner."

Offshore motor-boat racing for long distances has proved very popular in recent years, and nothing is thought of a seven hundred to one thousand mile motor-boat race from New York to Bermuda or Halifax, Nova Scotia. Women have been members of the crew of racing motor boats in events to both these localities in recent years and have proved themselves worthy of the places assigned them in handling the boats.

The cruising yacht appeals to a great many and the popularity of it is increasing very rapidly. It is possible to obtain an inexpensive cruising motor boat at a price from \$2,500 to \$3,000, which will accommodate comfortably half a dozen persons and have a speed of twelve miles an hour and which can be easily operated by women. A boat of this kind offers a tremendous opportunity for long-distance cruising through the canals, Great Lakes, St. Lawrence River and up the Saguenay and along the Atlantic coast.

## Boosting a City with "Ad" and Bond

How a Progressive City Can Increase Its Physical Charm and Its Population by Showing the World Its Natural Advantages, Its Progress and Its Prospects.

By JOHN DUFFY

**EDITOR'S NOTE:** Mr. Duffy has made a study of the advantages to be gained by a city through the use of printer's ink. In the accompanying article he strikes a new note in showing how a bond issue of a municipality supplemented by an advertising campaign will bring both money and new citizens.

**I**T WAS one of those psychological moments the novelists write about when John Williams, practical and progressive farmer, residing on a rural free delivery route not far from Smithville, Mass., put aside a weekly publication he had been reading. The moment was psychological because Mr. Williams picked up a letter from a New York bond house, with which he had done business before, and casually glanced through the list of bonds they were offering for sale.

The casual perusal Mr. Williams was giving the list suddenly became a serious one. One item had caught his attention. He went back and read the introduction at the head of the letter, then he looked for more particulars at the end. This was what had caught his eye:

"Jones Springs, Oklahoma, general improvement 4½s, maturing 1935, at 1.02½."

Mr. Williams had never been to Jones Springs, neither did he own property there, and neither he nor his wife had friends or relatives residing there—in fact, Mr. Williams had never heard of Jones Springs until the circular letter arrived. But Mr. Williams had just been reading of Oklahoma's wonderful development and prosperity and the splendid prospects before its cities. Eagerly Mr. Williams read what the bond house had to say about Jones Springs, its good credit and its value as a place in which to invest one's savings. Then he went back to his weekly, re-read what it had to say, and finally took down the encyclopedia and gave himself up to a thorough study of Oklahoma.

The immediate result was that Mr. Williams withdrew enough money from the Smithville savings bank and became the owner of a Jones Springs bond. But there were other results. From the day he sent the order for the bond, Mr. Williams scanned the

Boston paper that came to him daily for news of Oklahoma, and particularly of Jones Springs. Similarly he was interested in all the periodicals had to say about Oklahoma and the great Southwest.

Mr. Williams had had a successful year of it and during the winter he decided he could take a short vacation. Where did he go? He went to Jones Springs, Okla., just as directly as he could. There never was any doubt in his mind as to where he would go. Jones Springs was the natural place.

After Mr. Williams returned to Smithville, he talked "Oklahoma" and "Jones Springs" with all his neighbors. Gradually there developed within him a state of unrest, a longing for more productive land and a larger sphere for accomplishing the results his own experience and the theories his son had gained at the agricultural college taught him were possible. The idea of moving grew rapidly; Mrs. Williams was not averse to a change. Mr. Williams obtained an option on a large farming tract near Jones Springs, and three months later saw him and his wife installed in their new home.

With the Williamses went their son and his wife, their daughter and her husband. The idea of immigration to Oklahoma had been sprung in thorough fashion upon every other resident of Smithville, and Jones Springs was the talk of the section. And, in the meanwhile, it had gained six substantial new citizens.

Mr. Williams didn't deny what brought him to Jones Springs. He was proud of it, as a matter of fact. So were the other citizens of Jones Springs, for all of them heard about it and discussed it. But that was the end of it for them.

Not so, however, with the citizens of Green Haven, the seat of the adjoining county. They heard the story of how Mr. Williams and his family came

to make Jones Springs their home. They pondered over it, and the hustling business men who composed the Green Haven Chamber of Commerce demanded of each other why Mr. Williams should go to Jones Springs instead of Green Haven. Green Haven had a bond issue similar to that of Jones Springs on the market, and Green Haven seemed to them a bigger and a better town.

The Chamber of Commerce studied the question at length. Its verdict was that mere chance had brought these new citizens to Jones Springs. But the same thing wasn't responsible for their coming to Oklahoma. There was the answer to their problem. Publicity had won for the State; it must win for the city, too. Green Haven decided to advertise. It couldn't raise much money for the purpose, but it invested it judiciously. In the best periodicals of the country Green Haven told its story. It supplemented the publicity Oklahoma obtained with advertisements telling of a hustling and progressive city.

"Great is Oklahoma, and Green Haven is its greatest city!" was its slogan.

They didn't advertise their bond issue—they left that to the bond house. But they did advertise Green Haven as a city to which you should bring your factory or your business. They told of its low taxes, its low freight rates, its low cost of living and its excellent labor conditions. They also told of its advantages as a home city and a place to live. Thousands of other Mr. Williamses read the advertisement. All of them were not farmers—most of them were the owners of factories and business enterprises or substantial men employed by them. Hundreds of them were possessed of such an unrest as had troubled Mr. Williams, hundreds were thinking of buying bonds and remembered the advertisement when they saw

(Continued on page 374.)



# The Girl Without a Mother

By REGINALD WRIGHT KAUFFMAN, Author of "The House of Bondage"

EDITOR'S NOTE:—This is the twenty-fifth installment of Mr. Kauffman's series of stories and articles on "The Girl That Goes Wrong" and the third of the five that deal particularly with those men who, as seducers or patrons, assist the White Slave traffic. The entire series is based upon data gathered and verified by Mr. Kauffman while collecting material for his startling novel of White Slavery, "The House of Bondage," and each installment is complete in itself.

THE OTHER man does not matter—the man to whom, seated at a table in a Broadway cafe, Browne was, that afternoon, talking. The man that matters is Browne.

Browne is a long, lank man of forty-odd—the sort of narrow-shouldered man of forty-odd that wears a tight coat of the kind we country folk call "shad-belly" and a silk hat pressed tightly over only the extreme rear flying buttress of his head. You know him—you city people. He has a very pale face and a very black mustache; the pallor of his face accentuates the crow's-feet at the corners of his weary, evil little eyes, and the suspicious ebony of his mustache makes more brilliant the vermilion of his full lips. He has yellow teeth and a clever tongue, highly polished finger nails and higher polished manners. He has also that shadowy attribute known as "family," and so he goes to that limited number of smart residences described as "everywhere." Both his money and his morals are in his wife's name. Vanderdecken Browne. You know him. Every once in a while somebody names Browne as a co-respondent and gets a divorce or blows Browne's head off and goes to an insane asylum.

It being five o'clock in the afternoon, Browne was "dripping absinthe." His hands shook, and this annoyed him.

"It begins to look," he said, "as if I shall have to go to work."

The other man giggled.

"Oh, my eye!" said the other man.

"Fact!" said Browne. "My wife says she's getting tired of my spending her money. Wants variety; says I must try making money as a change. Doctor recommended change, and wife said, 'Try work.' What?"

"Oh, my eye!" giggled the other man. He had never been to England, but the only English novels that he read were written by Englishmen. "Oh, my eye!"

"I don't like to complain," pursued Browne. He was stirring the absinthe now. "I realize that in a marriage, as in a law suit, one of the parties has to be dissatisfied. Only a woman always has such a handicap. Fact! There's only one way in which you can whip your wife—that's assault and battery; but there are a thousand in which she can beat you—and that's cleverness. Clever women are bora. My wife's such a woman! She's too much of a woman ever to admit she's in the wrong. Besides, she's generally in the right, and there's no living with a wife that's in the right. What?"

The other man cackled again. After all, was not Browne paying for the drinks?

"I never met your wife—" began the other man.

"Some chaps are born lucky," sighed Browne.

"But is she good looking?" asked the other man.

"Don't know," replied Vanderdecken Browne. "Never was much of an art critic myself."

"Still, can't you appeal to her heart?"

"Impossible, old man! Haven't an idea where it's located. The woman that bares her shoulders at the opera will never bare her heart anywhere."

"And you can't frame up a serviceable lie?"

"Haven't any new ones left, and she's tired of all the old ones. You see, I began early, to avoid the rush. Didn't hesitate to lie to her from the start; imitation's the sincerest flattery."

"And you ran quite through your own money?"

"No. Never liked violent physical exercise. Some fellows run through their fortunes. Too slow! I took an auto through mine."

"How does she want you to make money?"

"Still autos. Suggests a motor-car agency."

"You! Oh, my eye!" gasped the other man.

"There'll be the devil to pay!"

"My wife? There'll be my wife to pay. My wife has this difference from his Satanic Majesty: the devil never counts the cost."

"What about that mine?" asked the other man.

"What?" said Browne. "Marsden Payne's? In Michigan? Wants me to go out and look at it. Start to-morrow. That's all."

"I thought you had an interest?"

"My dear man, where'd I get it? Marsden only wants me to go out there so's I can get away from my wife—just two weeks. In return, I'm to try to get my wife to put some of her money into the mine's new shaft or third mortgage, or some such engineering feat."

They talked on until the other man had finished his drink; then, reluctantly, he rose to go.

Browne, who had already tired of his companion, did not essay to retain him.

"Going?" he said. He put out his white hand. "Sorry. Think I'll stay a bit. I need another. Sister made me visit some of her charities with her this afternoon—charities are so confounded depressing."

He sat there for some time after the other man had gone, drinking his absinthe slowly and smoking many cigarettes. Sometimes he glanced from the window at the hurrying show of Broadway, and some-

## Helping Girls to Reform.

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The good people at whose houses he dined and with whose children he danced would have been shocked had you told them that it was their social duty to show to the door this fellow of whom too easy circumstances had made a wolf that preyed upon only the unshepherded sheep. Such people would have said that perhaps Browne's conduct in the lower world made him all the safer in the upper, and that, at any rate, he was entertaining and would never harm anybody of his "own sort."

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While Browne was doing this, the same girl was, as it happened, much in the mind of a young man that was leaving his office in Boston, five hours' ride away. The young man, fresh from the law school, was a lawyer "on the staff" of a far more prominent and important lawyer. The young man was, moreover, poor. Just then he was on his way to his dusty and uninviting flat—beyond the Common. He was married to the girl at whom Vanderdecken Browne's little eyes were looking in New York.

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Philip Dunster—that was the young husband's name—had been all his life a student. Consequently, until he happened to meet Edna Scott, he had never seen anything at all like her. And, because he had never before seen anything like her, he married her—believe me, a not uncommon reason for marriages.

Edna was born in Connecticut, but she did not brag about it. She called herself a New Yorker, and a New Yorker she in effect was. If the eminence of grandparents amounts to anything, she came of good stock. Unfortunately, her grandparents died before Edna was born. More unfortunately still, her mother died when Edna was only ten years old. The child was brought up by a father whose one fault was that his parental affection was too much for his discretion.

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She went to public school and wept to be sent to a private one. After three months at the private school, she came home and cried to be sent to another. She was sent, first and last, to half a dozen expensive and useless establishments (how should poor Scott know the secrets of selecting a girl's school?), and she finally, after a pleasant vacation, went into hysterics and demanded to be allowed to stay at home.

Of course she did not stay at home; she merely slept there. She found plenty of friends like herself, and with these she lived at the better Broadway theaters—in the best seats. She wept her father into opening accounts at the well-known shops, and there she bought her own clothes. She was given plenty of spending money, and from that she acquired the taxicab habit, with all the appurtenances thereunto belonging.

She was not a bad girl. Do not for a moment suppose that she was. On the contrary, she was generous, high-spirited, generally good natured—her tears were not the expression of temper; they were merely a means to an end—and all her inclinations were toward honesty. When she was eighteen, which was when Dunster saw her at a New England mountain resort and married her, the only thing that was the matter with her was that she had not had a mother to give personal attention to her upbringing and nobody to take (which somebody else often does better than a mother) her mother's place. In a word, she had still in her the possibilities of a splendid womanhood.

Then Dunster met her, and she intoxicated him, as well she might. She considered marriage as an adventure, and she loved adventure. So Philip married her and took her to Boston, and borrowed money to send her to New York on the visits there that she demanded—and now, being there on one of these visits, she was seated with a girl she knew in the Broadway cafe, and Vanderdecken Browne was considering the possibilities that she presented.

She was so pleasant to look at that you could not blame Browne for merely looking. She had not yet been married for a year, so that she was scarcely nineteen, and her hair was gold and her mouth ripe and her hazel eyes were full of youth and life.

Browne rose and strolled into the other room of the cafe, where Edna and the other girl were sitting. He had been looking at them through the wide doorway. Now, as he passed their table, he swept them with his tired eyes.

The other girl said to Edna,

"Did you see that?"

Edna laughed.

"Yes," she said, and truthfully added, "I have met that man. I think his name's Browne. I was a very little girl, with my hair down my back, when I met him, and, of course, he doesn't remember me. I was with my father. Wait till he walks back. If he speaks, I'll call him by his name. It will startle him. Perhaps it will teach him to use better manners to girls he doesn't know."

Browne returned, as Edna's instinct told her he would, and the girl's experiment, immediately attempted, appeared to succeed. He smiled as he passed.

"Good-afternoon, Mr. Browne," said Edna.

Browne halted. He seemed embarrassed; then he

(Continued on page 368.)



# Motor Boating as a Sport for Women

By HENRY R. SUTPHEN



**An Expert in Steering.**

Mrs. F. S. C. Lyon at the wheel of a swiftly moving Elco speed launch. With smooth water and fair weather a sail of this kind is delightful.



**Rapid Transit on Water.**

The forty-foot "Carlotia," speed 18 miles, owned by Mrs. Clark Fisher, designed and built by the Electric Launch Company, Bayonne, N. J.

**T**HE POPULARITY of the motor boat is increasing each year with women, especially among those who have given most attention to automobiling. As women have fairly mastered the handling of automobiles, it is found even easier for them to handle and become acquainted with the motor boat.

As compared with the automobile, the motor boat has considerably less machinery and no tire trouble to contend with. The engine is much the same in both vehicles, and, with the perfection in design, construction and equipment, the engine of both the automobile and the motor boat requires less and less attention in care and operation.

The modern motor boat will serve one on the water as the automobile does on land. As in the automobile, so in the case of the motor boat, various conditions demand a large variety of boats. The express or open boat is arranged so the steering and controls of the motor are brought alongside of the steering wheel, enabling the operator to steer and control the engine as she would in a motor car. Express boats of this type are built, which are perfectly safe at speeds of twenty-five miles an hour.

The sensation of driving over the water at this speed is equal to a speed of from seventy to eighty miles an hour in an automobile on land, with much greater safety, there being no tire risk or dangerous



**A Joyous Mariner.**

Mrs. J. Stewart Blackton aboard her motor yacht "Paula."



**A Deep-sea Sailor.**

Mrs. Bacon at the wheel of the "Yo Ho" in the 1910 race for Bermuda.



**On an Inland Trip.**

Miss Ruth Remington steering her speed launch on the St. Lawrence.

road conditions. Still greater speed is being obtained from the hydroplanes, which undoubtedly will become popular for women to drive as well as men, as these boats can develop tremendous speeds, equaling that attained in the air by aeroplanes, but with absolute safety. Hydroplaning is like coasting downhill all the time, but with none of the dangers encountered in aeroplaning.

There is also a cabin launch, corresponding on the water with the limousine car on land, which affords protection against winds and weather, so that the owner can travel at any time, at high speed, regardless of the weather conditions. Mrs. Clark Fisher is a well-known American woman and encircled the globe a year ago in an automobile. She is an ardent motor-boat enthusiast and says of her boat, "It has

been admired by every one who has seen it, and no one has been able to compete with us on the lake (Lake Como, Italy), we having taken the St. Christopher medal for the most difficult and exciting tests in starting and stopping, and the gold medal for graceful lines and floral decorations. I also find that, although the boat is built for lake use, it will stand the rough weather in the most seaworthy manner."

Offshore motor-boat racing for long distances has proved very popular in recent years, and nothing is thought of a seven hundred to one thousand mile motor-boat race from New York to Bermuda or Halifax, Nova Scotia. Women have been members of the crew of racing motor boats in events to both these localities in recent years and have proved themselves worthy of the places assigned them in handling the boats.

The cruising yacht appeals to a great many and the popularity of it is increasing very rapidly. It is possible to obtain an inexpensive cruising motor boat at a price from \$2,500 to \$3,000, which will accommodate comfortably half a dozen persons and have a speed of twelve miles an hour and which can be easily operated by women. A boat of this kind offers a tremendous opportunity for long-distance cruising through the canals, Great Lakes, St. Lawrence River and up the Saguenay and along the Atlantic coast.

## Boosting a City with "Ad" and Bond

How a Progressive City Can Increase Its Physical Charm and Its Population by Showing the World Its Natural Advantages, Its Progress and Its Prospects.

By JOHN DUFFY

**EDITOR'S NOTE:** Mr. Duffy has made a study of the advantages to be gained by a city through the use of printer's ink. In the accompanying article he strikes a new note in showing how a bond issue of a municipality supplemented by an advertising campaign will bring both money and new citizens.

**I**T WAS one of those psychological moments the novelists write about when John Williams, practical and progressive farmer, residing on a rural free delivery route not far from Smithville, Mass., put aside a weekly publication he had been reading. The moment was psychological because Mr. Williams picked up a letter from a New York bond house, with which he had done business before, and casually glanced through the list of bonds they were offering for sale.

The casual perusal Mr. Williams was giving the list suddenly became a serious one. One item had caught his attention. He went back and read the introduction at the head of the letter, then he looked for more particulars at the end. This was what had caught his eye:

"Jones Springs, Oklahoma, general improvement 4½s, maturing 1935, at 1.02½."

Mr. Williams had never been to Jones Springs, neither did he own property there, and neither he nor his wife had friends or relatives residing there—in fact, Mr. Williams had never heard of Jones Springs until the circular letter arrived. But Mr. Williams had just been reading of Oklahoma's wonderful development and prosperity and the splendid prospects before its cities. Eagerly Mr. Williams read what the bond house had to say about Jones Springs, its good credit and its value as a place in which to invest one's savings. Then he went back to his weekly, re-read what it had to say, and finally took down the encyclopedia and gave himself up to a thorough study of Oklahoma.

The immediate result was that Mr. Williams withdrew enough money from the Smithville savings bank and became the owner of a Jones Springs bond. But there were other results. From the day he sent the order for the bond, Mr. Williams scanned the

Boston paper that came to him daily for news of Oklahoma, and particularly of Jones Springs. Similarly he was interested in all the periodicals had to say about Oklahoma and the great Southwest.

Mr. Williams had had a successful year of it and during the winter he decided he could take a short vacation. Where did he go? He went to Jones Springs, Okla., just as directly as he could. There never was any doubt in his mind as to where he would go. Jones Springs was the natural place.

After Mr. Williams returned to Smithville, he talked "Oklahoma" and "Jones Springs" with all his neighbors. Gradually there developed within him a state of unrest, a longing for more productive land and a larger sphere for accomplishing the results his own experience and the theories his son had gained at the agricultural college taught him were possible. The idea of moving grew rapidly; Mrs. Williams was not averse to a change. Mr. Williams obtained an option on a large farming tract near Jones Springs, and three months later saw him and his wife installed in their new home.

With the Williamses went their son and his wife, their daughter and her husband. The idea of immigration to Oklahoma had been sprung in thorough fashion upon every other resident of Smithville, and Jones Springs was the talk of the section. And, in the meanwhile, it had gained six substantial new citizens.

Mr. Williams didn't deny what brought him to Jones Springs. He was proud of it, as a matter of fact. So were the other citizens of Jones Springs, for all of them heard about it and discussed it. But that was the end of it for them.

Not so, however, with the citizens of Green Haven, the seat of the adjoining county. They heard the story of how Mr. Williams and his family came

to make Jones Springs their home. They pondered over it, and the hustling business men who composed the Green Haven Chamber of Commerce demanded of each other why Mr. Williams should go to Jones Springs instead of Green Haven. Green Haven had a bond issue similar to that of Jones Springs on the market, and Green Haven seemed to them a bigger and a better town.

The Chamber of Commerce studied the question at length. Its verdict was that mere chance had brought these new citizens to Jones Springs. But the same thing wasn't responsible for their coming to Oklahoma. There was the answer to their problem. Publicity had won for the State; it must win for the city, too. Green Haven decided to advertise. It couldn't raise much money for the purpose, but it invested it judiciously. In the best periodicals of the country Green Haven told its story. It supplemented the publicity Oklahoma obtained with advertisements telling of a hustling and progressive city.

"Great is Oklahoma, and Green Haven is its greatest city!" was its slogan.

They didn't advertise their bond issue—they left that to the bond house. But they did advertise Green Haven as a city to which you should bring your factory or your business. They told of its low taxes, its low freight rates, its low cost of living and its excellent labor conditions. They also told of its advantages as a home city and a place to live. Thousands of other Mr. Williamses read the advertisement. All of them were not farmers—most of them were the owners of factories and business enterprises or substantial men employed by them. Hundreds of them were possessed of such an unrest as had troubled Mr. Williams, hundreds were thinking of buying bonds and remembered the advertisement when they saw

(Continued on page 374.)



# The Girl Without a Mother

By REGINALD WRIGHT KAUFFMAN, Author of "The House of Bondage"

EDITOR'S NOTE:—This is the twenty-fifth installment of Mr. Kauffman's series of stories and articles on "The Girl That Goes Wrong" and the third of the five that deal particularly with those men who, as seducers or patrons, assist the White Slave traffic. The entire series is based upon data gathered and verified by Mr. Kauffman while collecting material for his startling novel of White Slavery, "The House of Bondage," and each installment is complete in itself.

THE OTHER man does not matter—the man to whom, seated at a table in a Broadway cafe, Browne was, that afternoon, talking. The man that matters is Browne.

Browne is a long, lank man of forty-odd—the sort of narrow-shouldered man of forty-odd that wears a tight coat of the kind we country folk call "shad-belly" and a silk hat pressed tightly over only the extreme rear flying buttress of his head. You know him—you city people. He has a very pale face and a very black mustache; the pallor of his face accentuates the crow's-feet at the corners of his weary, evil little eyes, and the suspicious ebony of his mustache makes more brilliant the vermilion of his full lips. He has yellow teeth and a clever tongue, highly polished finger nails and higher polished manners. He has also that shadowy attribute known as "family," and so he goes to that limited number of smart residences described as "everywhere." Both his money and his morals are in his wife's name. Vanderdecken Browne. You know him. Every once in a while somebody names Browne as a co-respondent and gets a divorce or blows Browne's head off and goes to an insane asylum.

It being five o'clock in the afternoon, Browne was "dripping absinthe." His hands shook, and this annoyed him.

"It begins to look," he said, "as if I shall have to go to work."

The other man giggled.

"Oh, my eye!" said the other man.

"Fact!" said Browne. "My wife says she's getting tired of my spending her money. Wants variety; says I must try making money as a change. Doctor recommended change, and wife said, 'Try work.' What?"

"Oh, my eye!" giggled the other man. He had never been to England, but the only English novels that he read were written by Englishmen. "Oh, my eye!"

"I don't like to complain," pursued Browne. He was stirring the absinthe now. "I realize that in a marriage, as in a law suit, one of the parties has to be dissatisfied. Only a woman always has such a handicap. Fact! There's only one way in which you can whip your wife—that's assault and battery; but there are a thousand in which she can beat you—and that's cleverness. Clever women are bores. My wife's such a woman! She's too much of a woman ever to admit she's in the wrong. Besides, she's generally in the right, and there's no living with a wife that's in the right. What?"

The other man cackled again. After all, was not Browne paying for the drinks?

"I never met your wife—" began the other man.

"Some chaps are born lucky," sighed Browne.

"But is she good looking?" asked the other man.

"Don't know," replied Vanderdecken Browne.

"Never was much of an art critic myself."

"Still, can't you appeal to her heart?"

"Impossible, old man! Haven't an idea where it's located. The woman that bares her shoulders at the opera will never bare her heart anywhere."

"And you can't frame up a serviceable lie?"

"Haven't any new ones left, and she's tired of all the old ones. You see, I began early, to avoid the rush. Didn't hesitate to lie to her from the start; imitation's the sincerest flattery."

"And you ran quite through your own money?"

"No. Never liked violent physical exercise. Some fellows run through their fortunes. Too slow! I took an auto through mine."

"How does she want you to make money?"

"Still autos. Suggests a motor-car agency."

"You! Oh, my eye!" gasped the other man.

"There'll be the devil to pay!"

"My wife? There'll be my wife to pay. My wife has this difference from his Satanic Majesty: the devil never counts the cost."

"What about that mine?" asked the other man.

"What?" said Browne. "Marsden Payne's? In Michigan? Wants me to go out and look at it. Start to-morrow. That's all."

"I thought you had an interest?"

"My dear man, where'd I get it? Marsden only wants me to go out there so's I can get away from my wife—just two weeks. In return, I'm to try to get my wife to put some of her money into the mine's new shaft or third mortgage, or some such engineering feat."

They talked on until the other man had finished his drink; then, reluctantly, he rose to go.

Browne, who had already tired of his companion, did not essay to retain him.

"Going?" he said. He put out his white hand. "Sorry. Think I'll stay a bit. I need another. Sister made me visit some of her charities with her this afternoon—charities are so confounded depressing."

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"Did you see that?"

Edna laughed.

"Yes," she said, and truthfully added, "I have met that man. I think his name's Browne. I was a very little girl, with my hair down my back, when I met him, and, of course, he doesn't remember me. I was with my father. Wait till he walks back. If he speaks, I'll call him by his name. It will startle him. Perhaps it will teach him to use better manners to girls he doesn't know."

Browne returned, as Edna's instinct told her he would, and the girl's experiment, immediately attempted, appeared to succeed. He smiled as he passed.

"Good-afternoon, Mr. Browne," said Edna.

Browne halted. He seemed embarrassed; then he

(Continued on page 368.)



# The School for Future Mothers

IN BABIES' HOSPITALS there are schools for future mothers as well as for young mothers. The care of an infant from birth is taught with great pains, for upon such attention the health and vigor of a baby often depend. In accompanying pictures something of this instruction is depicted. How careful it is may be realized by the solicitude shown in the "weighing of the baby," as to covering, position and the posture of the little body. "Preparing the baby's food," which by the admixture of various things with milk has come to be scientific in nourishing quality, is a process upon which much also depends. "Bathing the baby" is so graphically pictured that the essential details of the operation stand out clearly. "Putting baby to bed" is another detail the right doing of which means natural rest and growth, while the wrong doing of it may have serious results. Covering, the ventilation of the room, the disposition of the body, and the crib itself all come in for attention. "Feeding the baby" would seem to be a simple matter, with the bottle prepared, but it also has its rules if the little one is to assimilate the food and be free from the pains which keep so many mothers active in



**Weighing the Baby.**

An operation always accompanied by loving curiosity.

trying to ally them. One in many households sees the baby fed while it is lying on its back, but the picture shows the proper position when taking nourishment. Careful study of these pictures, supplemented by maternal intuition or a little advice from a physician, will make baby's way much easier than it would otherwise be. And the pictures alone give valuable hints as to care of the little one. One of the causes contributing to infant mortality is carelessness in the upbringing of babies from the very first, as to diet, cleanliness, and the positions of the body.



**Preparing Baby's Food.**

Here many hands are engaged in a particular work.



**Baby in the Bath.**

This should be a happy duty to every mother.



**Putting Baby to Bed.**

Much depends as to health and quiet on the way in which it is done.



**How Baby Should be Fed.**

This very essential duty has its particular detail.



# United States Tires

## can be had in any style you prefer

and at no higher price than you  
are asked to pay for other kinds

THERE is no one *best* style of tire for any motorist, any more than there is one *best* style of hat for every man.

Tire manufacturers may claim that the motorist makes a serious mistake when he does not buy this or that style of tread, or method of fastening—

But there are always a sufficient number of equally wise and experienced motorists who believe to the contrary to make such a claim an empty one.

The United States Tire Company manufacture the three most popular, most reliable styles of fastening:

Quick Detachable,  
Dunlop (straight side),  
Clincher.  
(See illustration).

The use of *any* of the three in connection with the modern easily-manipulated rims is entirely a matter of personal choice.

### Styles of tread

There are six styles of tread in the United States Tire line—

Treads for small cars and big cars.

Treads for inexpensive cars and for the most expensive ones.

Treads for dry roads and slippery roads

The **Smooth tread** is the one *big* seller. Not only an inexpensive tire for inexpensive cars, but a favorite tire for the front—or steering—wheels of *any* car.

The **"Bailey" Tread** presents less actual wearing surface to the ground than the smooth tread, with correspondingly less friction; is a "nice-looking" tire, and very popular.

The **"Nobby" Tread** is unquestionably the most effective non-skid tire ever produced. In two years' time it has easily become the leader of *all* tread-devices for the prevention of skidding. It is a favorite *big-car* tire.

The **"Type Course" Tread** is used largely on the front wheels of big cars. It is an easy "steering" tire and has a distinctly *stylish* appearance.

The **"Steel Stud"** is used almost exclusively on expensive cars, where cost is not considered. It is the "elite" tread for city use.

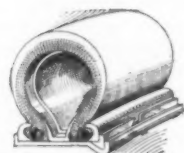
The **"Chain" Tread** is a distinctly successful adaption of the chain idea to a rubber tread. It has met with immediate and wide-spread favor.

The United States Tire line is comprehensive enough to supply the tire user with *practically anything he desires* in tires.

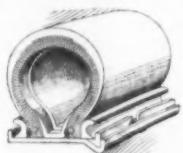
All made by the *exclusive* four-factory method employed in the making of *all* United States Tires.

### The Big United States Tire Line

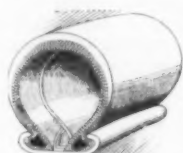
Three Styles of Fastening—Six Styles of Tread



Quick Detachable



Dunlop (straight side)  
(Showing Smooth Tread Tire)



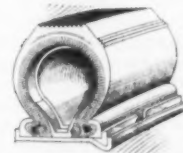
Clincher



Bailey Tread



Nobby Tread



Type Course Tread



Steel Stud Tread



Chain Tread

Any one of these Treads can be furnished in  
any style of fastening

### The Chief Consideration

BUT the motorist who is really concerned in the amount of his annual tire bill, will look deeper and farther than mere style for his *brand* of tires.

The United States Tire Company believes its tires should be the *first choice* of every motorist who, without prejudice, is looking for the most economical tire he can buy.

And here is the reason—

United States Tires are the product of the most scientific tire knowledge, the greatest tire skill, and the combined tire experience of four immense factory organizations, each of which formerly produced a tire that was recognized as a leader in the tire field.

Today these same organizations, working with the most modern tire machinery known to the industry, are operating *as a unit* to produce a grade of tires that actually combines every element of strength and every secret of manufacture known to the experts of these four organizations.

It is *inconceivable* that such a method of tire manufacturing should not produce a grade of tires that is *distinctly* better than could possibly have been produced by any one of the factories working single-handed.

Never before has the motorist been able to buy tires made with such a *four-fold guarantee* of quality:

For never before has auto tire value been determined by such a *rigid four-factory test*.

And it is this matter of tire *construction*, of *method of manufacturing*, of actual tire *strength*—which the United States Tire Company believes is of paramount importance to the motorist.

We make tires in *every style* as a matter of convenience to the motorist,—

But we put *into them* all the quality and all the care and all the skill known to our four-factory organization for no other purpose than to make them the *first choice* of every motorist.



# America's Predominant Tires

UNITED STATES TIRE COMPANY, NEW YORK

Sold Everywhere





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The price of each watch is fixed at the factory and a printed ticket attached—from the 17-jewel (double roller) in a Crescent Extra or Boss Extra gold-filled case at \$40, to the 23-jewel at \$150—and the EDWARD HOWARD model at \$350.

Not every jeweler can sell you a HOWARD Watch. Find the HOWARD jeweler in your town and talk to him. He is a good man to know.

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To every person sending us \$1.00 for an eight months' trial subscription to the

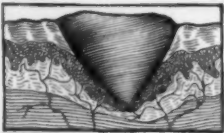
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## Don't Pare Corns With Steel

This cut shows a corn with the pointed end digging into the nerves. Paring that corn takes off just the top layers, and a few days brings them back.

If you pare too deep, or the blade slips a trifle, it means an infection. And blood poison often results.

That is a useless, old-fashioned, dangerous way to treat corns.

### How to End Them

A Blue-jay plaster—applied in a jiffy—means the end of the corn, root and branch.

A in the picture is the soft B & B wax. It loosens the corn. B protects the corn, stopping the pain at once. C wraps around the toe. It is narrowed to be comfortable. D is rubber adhesive to fasten the plaster on.

## Blue-jay Corn Plasters

At Druggists—15c and 25c per package

Sample Mailed Free. Also Blue-jay Bunion Plasters.

Bauer & Black, Chicago and New York, Makers of Surgical Dressings, etc.



## The Girl Without a Mother

(Continued from page 365.)

bowed gravely and drew nearer. In a moment Edna had accused him of his mistake, and he, seated beside her, was in the midst of apologies. Of course he did not at all remember the meeting that Edna remembered; equally of course his purpose was quite clear in his mind. He recalled Edna's father, but then he quieted his scruples with the reflection that this young girl was, after all, "not quite of his set." Openly he was, all this time, pleasantness itself. He had been so deeply in the wrong that he really must play the host. He beckoned to a waiter.

"But I never drink unless my husband is with me," said Edna.

"Your husband?" laughed Browne. "Don't try to say that you're married!"

Edna nodded proudly. "And I always tell him all I do," she added.

Browne smiled his slow smile.

"A bad plan," he said. "I never tell my wife more than I know she is sure to find out." He was always careful to begin these affairs with a speech that showed he was married; it made the termination of them so much simpler. "The man that tells his wife all he knows doesn't know much. Wonder if your husband doesn't feel the same way."

He spoke so much as if he knew all men to be liars that a little sting of unwarranted suspicion pricked Edna's thoughts of Philip.

"What will you have?" asked Browne.

"I mustn't stay for anything," said Edna. "I have to take the evening train for Boston."

"You're afraid!" retorted Browne. "I really believe you're no New Yorker at all."

"I am not afraid!" flashed Edna.

"If you take the drink I order," said Browne banteringly, "you'll never want to go back to slow old Boston."

He guessed that Edna was the sort of girl that "won't take a dare," and he was right. Edna did not "take the dare"; she took the drink.

In Boston, Philip Dunster was seated at a window of his lonely flat. He was looking at the twilight sky. His eyes were turned in the direction of distant New York.

"She's thinking about taking the train now," he reflected.

Browne ordered another drink.

"Yes," he was saying, "always accept your husband's excuses without question, for then he'll have to accept yours. But don't you let him buy that farm near Boston; that would put you at a disadvantage, for he'd be going into town daily on his business, whereas you'd have to invent reasons. Anyhow, a man no sooner tries to go back to nature than his wife wants to go back to town. I know. Tried it myself once. Eh? What?"

"How about the time?" asked Edna.

"Lots of it," said Browne. "Have another, and tell me about your father. Haven't seen him for years."

In Boston, Philip Dunster was saying to himself,

"She's getting on the train now. The poor child must be tired! I know she'll be glad to see me—and won't I just be glad to see her!"

The other girl got up. She said she had to go home.

"Right-o!" said Browne. "We'll take you up there, and then we'll motor round to Forty-second Street and see Mrs. Dunster—'Mrs.!' My word!—safe on her way back to her husband. You said your bags were in the check-room there, Mrs. Dunster? Waiter, a taxi."

They got the taxicab and took the other girl home, but when, after that, they reached the station, they found that Edna's train had gone. It had been gone an hour.

"What shall I do?" gasped Edna.

"Get your husband on the long distance," said Browne. "Tell him you've missed the train and will be up tomorrow."

In Boston, Philip was saying to himself,

"She must be somewhere near New Haven now."

The maid knocked at the door.

"There's a boy from the drug store downstairs," she announced. "He says

some one's callin' you on their long-distance 'phone."

Philip was frightened. He was at once afraid that Edna might be ill; but when he got to the shop, his wife's voice reassured him. She had missed her train, but would come home on the morrow.

Edna hung up the receiver.

"Now," said Browne, "I'm to blame for this, so it's up to me to buy dinner."

Edna expostulated. She could not permit it. She must go to her father's apartments.

"Well," remarked Browne, "have it your own way. We'll just take a drink first, and then I'll see you home."

Edna wanted to protest further, but the earlier drinks were burning in her brain. She went with him to the nearest cafe. It seemed only a moment later that they were in the midst of dinner. There was champagne. She did not go to her father's apartments that night.

In Boston, Philip, at two o'clock, woke to darkness. He heard a clock strike.

"Dear girl!" he whispered. "She's sound asleep now up there at her father's place."

Edna was afraid to go to her father's next day. She was more afraid to go to Boston. She told herself that she was lost—lost and chained to Browne.

The chain dragged her to Michigan with him, and back again. But, once returned to New York, Browne broke the chain. He had other matters to attend to. Besides, his wife was insisting that he pass more of his evenings at home.

Edna? Oh, she went where the majority of women in her position go.

But Browne has become a widower. People say that he is engaged to marry the debutante daughter of an excellent and most respectable family.

## Pursuing Summer in the Gasoline Launch.

(Continued from page 363.)

of cruising under new conditions. His first launch was a crude craft, about fifty-three feet over-all, nine feet in breadth and drawing a little over three feet. The engine was heavy, but simple and reliable, and the hull, though even then old and with many defects in model, was thoroughly seaworthy and gave fair accommodation for the small party, the owner being both navigator and engineer.

Starting from New York early in the fall, the frequent alternation of canal and river giving a pleasing variety to the cruise, some time in the most delightful season of the year was spent on beautiful Chesapeake Bay, one of the ideal cruising waters of the Atlantic coast. Taking care only to get through the canals before any danger of ice and into the sounds of the Caroline coast before the cold became uncomfortable, the cruise was continued in leisurely fashion along the Southern coast, visiting many interesting places before Florida was reached in the early winter. Launch life in Florida between December and April is known now to yachtsmen from every section of the country.

While at the time in question the Florida trip was comparatively well known to old yachtsmen, the return was made in the early spring over the same route; but our skipper had other plans. With the advent of warm weather on the east coast, he headed south, skirted the west coast and the Gulf shores of Alabama and Mississippi, entering the great river at New Orleans just as the early summer brought the first strawberries. For the next two months the cruise was timed to fit the season in its advance from New Orleans to Chicago, up the Mississippi. He passed through the canal into Lake Michigan early in June, going thence through Huron, Erie and Ontario, a couple of months being spent most pleasantly, in midsummer weather, on these waters.

By August the yacht had entered the St. Lawrence River from Lake Ontario, at the height of the river season, the life on the water, in craft of every

(Continued on page 369.)



**Gravies Salad Dressings**

**A Famous Sauce**

It is remarkable how the use of Lea & Perrins' Sauce adds to the enjoyment of every meal.

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THE ORIGINAL WORCESTERSHIRE

**An Appetizer; A Digestive.**

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Miniature of the cowboy's equipment. Reminiscent of the woolly days of the Great Southwest.

Holster of good leather, metal gun, slipped inside ready to be pulled. Holster branded with your own initial, which adds an air of individuality.

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Appreciated by young and old of both sexes. Send 25 cents today and receive one of these unique fobs by return mail. One dollar will bring 5 fobs. Interesting Souvenir of SAN ANTONIO, TEXAS, with each one dollar order.

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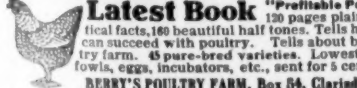
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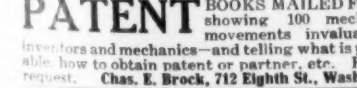
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Give relief in Bronchitis and Asthma. No opiates. Sample free. **JOHN I. BROWN & SON, Boston, Mass.**



## Pursuing Summer in the Gasoline Launch.

(Continued from page 368.)

kind, rivaling that of Florida in January. Ample time was spent on this great waterway before following the canals and rapids to Montreal. From this city the course led down the open St. Lawrence, now tidal water, to the mouth of the little Richelieu River, where the yacht headed south for Lake Champlain, then entered the Champlain Canal, and finally, by the way of the Hudson, made her way to New York, arriving in September in good season for a refit preparatory to another cruise south.

On such a cruise, of some five thousand miles, as has been outlined, the yachtsman is brought into close and intimate contact with the every-day life of thousands of the American people belonging to all classes of society. The cruising launch brings the traveler into a life that is closed to those who merely go from place to place by Pullman car and judge of a city by the experience of its best hotel. A tour of this kind by launch, with leisure to stop at will and to diverge from the main route at times, could not fail to be informing and instructive.

The cost of this grand tour of American waters—coastal, canal, lake and river—is not necessarily in excess of the average cost of life aboard a yacht in any of the usual yachting centers. If time permits, the trip may be made at a moderate outlay by any good amateur sailors, who find their real pleasure in the every-day work of yachting. What has been done by some very small launches over parts or even all of this route is not of itself a criterion of what is safe and prudent in planning such a trip; but the repeated races from New York to Bermuda by cruising launches of forty feet over-all length, a course of six hundred miles at sea, has not only demonstrated the seaworthiness of the modern cabin cruising launch, but has done much to improve the type. The main points are that the yacht shall be designed by a competent naval architect, that the engine shall be of a make whose reliability is fully proven, and that those in charge shall be experienced yachtsmen.

The maximum limit of size for inland cruising is the length of the locks on the leading canals, not over one hundred feet, with a breadth of from sixteen to seventeen feet; while more draft may be carried in the larger yachts, the nearer to the limit of three feet, the better for many places and the greater the opportunities for visiting remote and unknown localities. If any one size of cruising launch is to be selected as the most generally desirable, it will be about sixty to seventy feet, with a paid crew of two or three hands, captain, engineer and cook, depending on the interest which the owner and his party take in the immediate working of the vessel. Such a yacht should give very comfortable accommodation for a party of from four to six, in addition to the crew. The two features which stand out prominently in the development of yachting for the past five years are the perfection of this size of launch and the very large number built for men of moderate means, with the cruising done in these boats; and the very large number of small cabin cruisers built for and used by men of more limited means, who make long cruises with their families.

One of the great factors in the success of a cruise is the absence of hurry, the feeling that one may and should take all the time necessary at any given stage of the journey. On the other hand, the possibility of covering a great number of miles in a day has proved an irresistible temptation to many launch owners and led to the spoiling of many a promising cruise. The round of the coast, the Gulf, the Mississippi and the Great Lakes should take the greater part of a year, if one is to derive the greatest possible benefit from it and to become for the time a part of such a life as may be led in Florida in winter and on the St. Lawrence in summer. Incident to the main route there are many possible digressions.

Chesapeake Bay, one of the old and justly popular yachting centers, with its tributary waters, is well worth an intimate acquaintance. With the very able launches now in common use, the Florida season is often varied by a trip to the Bahamas or Cuba; and the West

Indies promise to become favorite cruising waters for the larger gasoline yachts. On the north is the beautiful Georgian Bay, adjacent to Lake Huron, and giving a couple of hundred miles of novel and beautiful cruising waters. As a change from the usual route from Kingston to Montreal down the St. Lawrence River, there is the Rideau Canal, beginning at Kingston, Ontario, and leading up into the beautiful Rideau Lakes and the Ottawa River, meeting the St. Lawrence just above Montreal. For the small cruiser who has in successive years exhausted the St. Lawrence and Lake Champlain, there are still the inland lakes of northern New York and an extensive and varied network of canals entered from the northern shore of Lake Ontario.

While comparatively few have the leisure for the grand cruise, there are to-day thousands of yachtsmen who spend varying periods, from the ordinary two weeks' vacation to the entire summer, in inland cruising. Starting from New York, there is for the short vacation the Sound, always enjoyable, the Hudson, and, for variety, several canal routes. When it comes to a longer trip, in midsummer, three or four weeks may be pleasantly spent on Lake Champlain, or, later in the year, an equal time on the Chesapeake. Where the entire summer is available, there is a very interesting circuit between New York, Buffalo and Montreal; up the Hudson and through the Erie Canal, with the possible side trip through the lakes if desired; then into Lake Ontario at its western end, across to Toronto, and down through the beautiful Bay of Quinte; then to the Rideau or the St. Lawrence, and home by way of Lake Champlain. This route may be lengthened by entering Lake Erie at Buffalo, crossing the end of the lake and entering Lake Ontario by the Welland Canal. It may be shortened by leaving the Erie Canal at Syracuse and entering Lake Ontario at Oswego, thence to the St. Lawrence.

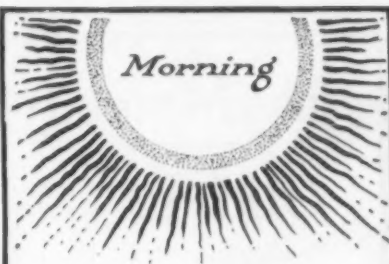
## Uses and Delights of the Power Houseboat.

(Continued from page 360.)

houseboat *Lanai* this winter. Under the worst possible weather condition she left Camden, N. J., in January, when the Delaware River was packed full of ice, which stopped even large, ocean-going steamers. On account of her propellers being close to the surface, it was impossible to run her engines, and she was put in tow of a tugboat drawing fifteen feet of water. She was towed through the heavy drift ice covering the river solidly all the way from Camden to Delaware Breakwater, and from here she put to sea for Norfolk, arriving in perfect shape after running up against a heavy winter southeaster outside the coast and forcing her to make harbor at Chincoteague over night. She continued on the way to Miami by the inland route, covering the whole distance in three weeks from the day of leaving Camden. This boat is sister boat of the *Lunaria*, drawing only twenty-seven inches of water. The most favorable news has been received from her owner, who is one of the most prominent yachtsmen in the country. After the boat arrived in Florida waters, the owner cruised much along the Florida keys and even considered a trip from Key West across to Havana. Nothing can more strongly illustrate the capability of the shallow-draft houseboat than this trip of the *Lanai*.

The question of speed and power is, of course, of great importance. Up to a certain limit these shallow-draft boats are very economical to run, and, for boats between fifty and seventy feet in length, speed of from eight to ten miles gives excellent condition for proper power plant and interior arrangement of the boat. Twin screws with a tunneled stern allow propellers of proper diameter to be fitted without decreasing the efficiency of the plant. The houseboats *Cocopomelo*, *Lunaria* and *Lanai* are all equipped with two twenty-five-horsepower motors, which give them a cruising speed of from nine and one-half to ten miles. In boats from fifty to sixty feet in length, motors of from twelve-horse to twenty-horse power will give speed suitable for general cruising. If this type of boat is required to run from twelve to thirteen miles, the machinery will have to be brought more amidships,

(Continued on page 373.)

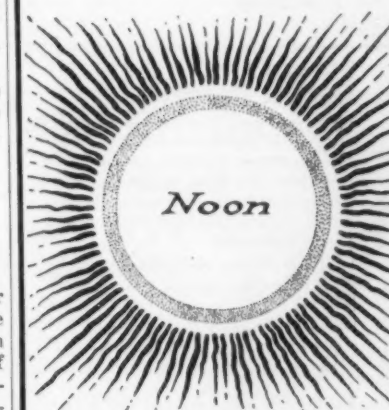


## Any Time O'Day Post Toasties

with cream and sugar or fruits are wholesome and please the palate.

Crisp bits of Indian Corn—cooked and toasted to an appetizing brown.

Ready to serve direct from the package.



A Minn. woman writes:

"I use Post Toasties because they are liked by all the family, making a convenient food to serve on any occasion.

"I use it for a breakfast food; then again with canned fruit or preserves, as a most delicious dessert for dinner or supper—each one desiring more.

"My experience is, all who taste want more."

## Post Toasties

"The Memory Lingers"

Postum Cereal Company, Limited,  
Battle Creek, Mich., U. S. A.

Canadian Postum Cereal Co., Ltd.  
Windsor, Ontario, Canada.





## John Muir & Co. Specialists In Odd Lots

We cheerfully answer inquiries for information on any subject connected with New York Stock Exchange Securities.

Send for Circular B—"ODD LOTS"

Members New York Stock Exchange  
71 BROADWAY, - NEW YORK

## FRACTIONAL LOTS

We issue a Booklet

Advantages of Fractional Lot Trading

Orders Executed in Unlisted Securities  
**J. F. PIERSON, Jr., & Co.**

(MEMBERS N. Y. STOCK EXCHANGE)  
74 BROADWAY, N. Y. CITY  
884 Columbus Ave.

## Investors

Wanting to buy Listed Stocks or Bonds for investment and are not prepared to pay in full for them can arrange with us to have them carried on a reasonable margin.

Correspondence is solicited.

**WALSTON H. BROWN & BROS.**

Members New York Stock Exchange  
45 Wall Street New York

## How Can I Invest Safely?

Every mail puts your question squarely to us. It is our business first to study your investment problem and then to select from the entire market securities best for your funds—no matter whether the amount available be \$100 or \$10,000 for investment.

To serve you intelligently your first letter should be explicit. When you write ask for

"Investment Insurance," a little book that fully explains big investment problems clearly.

**GEORGE H. BURR & Co.**

Bankers, 41 Wall St., New York  
Chicago—Boston—Philadelphia—St. Louis—San Francisco—Seattle

## Your Money Can Safely Earn 7% Here's an Evidence

The WALPOLE RUBBER COMPANY manufactures the celebrated "CAT'S PAW" Rubber Heels; it is the largest manufacturer of Insulated Tape in the World.

Its net earnings for 1911 were over three times greater than its Dividend requirements.

Its gross business for 1911 was over \$1,500,000.00.

IT HAS NO BONDED OBLIGATION WHATEVER.

Its capitalization is \$1,500,000 7% preferred and \$1,500,000 common stock.

Its Officers and Directors are men of integrity and stand high in the business world.

After a thorough investigation we feel justified in recommending to the public the 7% PREFERRED STOCK of this Company.

The par value is \$100 per share. We offer it at \$105 per share in lots to suit the purchaser and until further notice WILL INCLUDE A BONUS OF TWO SHARES OF COMMON STOCK for each ten shares of preferred stock purchased.

You will not find on the market a substantial stock offering equal to that of the WALPOLE RUBBER COMPANY.

Write for full particulars. Investigate this offering. A SEVEN PER CENT investment which is SAFE is worth your consideration.

**Hotchkin & Co.**

53 State Street  
BOSTON, MASS.



F. D. UNDERWOOD,  
President of the Erie  
Lines.



W. H. TRUESDALE,  
President of the Dela-  
ware, Lackawanna,  
& Western.



L. F. LOREE,  
President of the Dela-  
ware & Hudson Rail-  
road.



GEORGE F. BAER,  
President of the Read-  
ing Railway System.

### A NOTABLE BUSINESS TRIBUNAL.

Prominent railroad presidents who were among the members of the Anthracite Coal Operators' Committee which refused to grant the coal miners' demands for a twenty per cent. advance in wages (involving an additional yearly outlay of \$28,000,000), one year agreements, etc. Their decision affected 175,000 mine workers, whose leaders talked of ordering a strike.

# Jasper's Hints to Money-makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full subscription rates, namely, five dollars per annum, or \$2.50 for six months, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of Leslie-Judge Company, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Avenue, New York.

STATE'S PRISON is too good for the swindler who robs people that trust him. I wish the government at Washington would quit trust-busting and railroad-smashing and devote more of its time and money to the punishment of the rascals who are going about the country inducing the innocent and confiding to buy worthless securities.

This is going on every day and everywhere. I get the evidences from my readers. It is a sad story of impositions hard to bear, promises not kept and guarantees that proved to be worthless. What better work can this government do than to get after these rascals, who are robbing the people of \$100,000,000 a year by the most wicked and shameful schemes?

Of course a greater clamor is created in the newspapers when the government assails some great railroad or corporation and when the muck-rakers can shout that a rich man has been put in jail. This is the way to make votes. But isn't it time that the horde of swindlers, with their bunco schemes, should be put behind the bars?

They do nothing but harm, while the great captains of industry, the builders of railroads and factories are constantly doing good. I am led to these reflections by the story the news dispatches tell about the failure of the Columbia River Orchard Colony, after it had sold over \$4,000,000 of bonds to investors. When the receiver arrived to take possession of the property, he found the offices empty and a crowd of the victims gathered to demand payment of their bonds.

Why was this concern permitted to swindle investors all over the country? Was the government at Washington so busy sending out its spies into the factories and railway offices of the country, in search of evidence that would justify indictment under the Sherman act, that it could not scrutinize the mails of the swindling concerns passing through its own post-offices? This is a fair question. I ask it, but there will be no answer. My readers can draw their own conclusion.

Demagogues may denounce Wall Street and its methods, but none of these swindling schemes originates in the offices of reputable bankers or brokers. None of them is ever financed by men of character or reputation, such as constitute the memberships of our great exchanges. I seek to impress this fact upon my readers that they may guard themselves against irresponsible tricksters, who, while denouncing Wall Street methods, are covering up their own dishonest tracks.

If every reader of this department who has lost his good money by putting it in some worthless mining, magazine, oil, plantation or land stock had bought

securities listed on the New York Stock Exchange or on the exchanges of any of our large cities, the chances would have been, nine out of ten, that he would now have something to show for his money, with an even chance of a profit.

I do not believe in speculation or gambling of any kind, but I know that everybody loves to speculate, to "take a chance," to see if his fortune is good or bad. I warn those who want to take the risk against making the risk needlessly too great.

Much money has been made in Wall Street and much has been lost. It very rarely happens that those who buy listed securities lose all that they put in. They are seldom completely wiped out. Their stocks may decline to a very low figure, but ultimately, as a rule, they advance with the rest of the market in times of prosperity, when everything is on the upward trend.

As for investment, the same rule applies. Careful investors prefer gilt-edged securities that have standing in the market, that are bought and sold by those who study and know relative values. Wall Street is the public marketplace where the buyer and the seller can always be found. The one who buys when prices are low and waits patiently for better times seldom fails to get a satisfactory return. The patient man is the Wall Street winner.

G., Duluth: None of the mining stocks you quote is regarded as "safe and sound." Quite the contrary.

Ice, Toronto: American Ice earned 4 per cent. last year. Compared with other industries, it is cheap. Do not sacrifice it.

S., Pacos, Wash.: I am not a believer in stocks that sell at 15c. a share. Investors are always shy of such things.

R., Seattle: You better forget your investment "in Hampton's magazine stock." It is not wise to send good money after bad.

Steady Reader, New Jersey: This is not a good time to sacrifice any listed stocks, as the market gives evidences of increasing strength.

D., Seattle: If the market should have a serious decline, it would be a purchase, especially U. S. Steel Com. I see no signs of such a reaction.

P., Philadelphia: The Cloverleaf 4's apparently are not being sold by insiders. Neither are they being supported by them. Better hold them for the present.

R., New York: Quicksilver Mining is simply a speculative proposition. It should only be bought as a gamble with possibilities of a profit on a rising market.

L. M. D., Milwaukee: If you are ahead in the game in your mining speculation, sell and keep ahead of it. Then put the proceeds in some investment security.

L., Chicago: The proposed assessment on Allis-Chalmers is very heavy. If you pay it, you speculate on the business possibilities of the future. Hold Westinghouse.

C., Peoria, Ill.: The promotion of new insurance companies became such a scandal that public attention was called to it long ago. Exaggerated statements of the earnings of insurance companies are made.

O., New York: U. S. L. & H. earned over 1 per cent. on the Common last year, and ought not to be sold at a sacrifice. I am told that it is to be listed. In an active and rising market, this would be helpful.

T., Lansford, Pa.: S. P., Atchison, Steel Pfd., and Kansas City Southern Pfd., all have speculative possibilities, so have U. S. Rubber Common, American Beet Sugar Com., and Texas Company, the last mentioned especially, as it is the great rival of the Standard Oil Co.

G., San Francisco: Listed stocks that pay about 6 per cent., and of course must have a

(Continued on page 371.)

In answering advertisements please mention "Leslie's Weekly."



## AMERICAN BANKERS ASSOCIATION TRAVELERS' CHEQUES

### Uncle Sam Accepts "A. B. A." Cheques

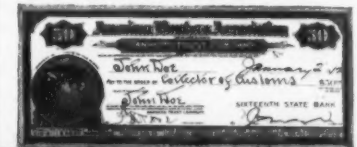
"A. B. A." Cheques are the only Travelers' Cheques that can be accepted under the law by the U. S. Collector of Customs.

"A. B. A." Cheques identify you wherever you go. Hotel people are glad to cash them for guests. They are accepted as willingly as gold by railways, steamship lines and shops generally in all civilized countries.

The fixed value of each Cheque in foreign money is plainly stated. You know just how many pounds, guilders, marks or lire each \$10, \$20, \$50 or \$100 Cheque is worth.

It is never necessary to carry large sums of money, if you have a wallet of "A. B. A." Cheques. Just tear out a Cheque, sign it, and pay your bill.

Write to Bankers Trust Company, Wall St., New York, for information as to where the Cheques may be obtained in your vicinity, and explanatory booklet "The International Tourist's Credit."



BUY THEM FROM YOUR OWN BANKER OR IF HE CANNOT SUPPLY THEM, APPLY TO BANKERS TRUST COMPANY, NEW YORK CITY

## BUY Hundred Dollar BONDS

Of Corporations such as these They yield from 4 to 6%:

Southern Pacific R. R. Co.  
N. Y., N. H. & H. R. R. Co.  
Chicago, Burlington & Quincy.  
New York Air Brake Co.  
International Steam Pump Company.

Send for complete list "L-8."

**Beyer & Company**

"The Hundred Dollar Bond House"

54 William St. New York

## SAFE & SURE INVESTMENTS

Are the only kind we offer. We sell no speculative securities of any kind—nothing but high-grade

**Municipal Bonds**

Many of them Tax-Free The same kind which the U. S. Gov't finds good enough as security for

**Postal Bank Deposits**

But instead of the 2% the Postal Banks pay, these 4% to 5%

Bonds yield from 4% to 5%

Write for Free Circular

New First Nat'l Bank, Dept. 8 Columbus, O.

## Pay-As-You-Enter Cars in Europe

The International P-A-Y-E Tramecar Co., Ltd., has acquired from the parent American Com-

pany the exclusive rights to the Pay-As-You-Enter cars and buses throughout Europe. The conspicuous P-A-Y-E success in the United States and Canada, where in the short space of four years this type of car has become the Accepted Standard, with 120 of the principal traction companies, evidences conclusively large potential profits abroad. Past earnings of the parent company have been remarkable. (Send for Financial Statement.) Future earnings bid fair to be infinitely greater. (Send for Statement of orders on the books.) Pay-As-You-Enter cars are now being built in England, and contracts are being negotiated for by leading European companies. The field in Europe is three times greater than here. The profits of the International Company should be proportionately greater than in America. Would you like to know how to participate in these profits—from the word GO?

Send for Circular P. E. 72 giving all the facts.

**Carlisle & Company**

BANKERS AND BROKERS

74 Broadway New York



## \$5 is as good as \$5000

NOT AS MUCH, BUT JUST AS GOOD

And its investment should be made with just as much deliberation and care.

## We pay 5% on \$5 or more

And protect your investment by **FIRST MORTGAGES** on income bearing real estate

Write for booklet describing our plan of investment which accepts payments of \$5 up and guarantees the safety of your funds.

We are organized under the Banking Laws of the State of New York and are under the supervision of the State Superintendent of Banks.

**Union First Mortgage Co.**  
Suite 1102, 66 Broadway, New York City

## How to Accumulate \$1,000.00

Not a difficult thing to do. Buy one of our Easy Payment, Profit-sharing 5% Coupon Trust Bonds, paying interest semi-annually, and issued in denominations of \$500, up. Write now for our **Free Booklet De Luxe**. It describes our new method of saving. **GUARANTEE TRUST AND BANKING CO., Atlanta, Ga.** Bond Department Established 1899. CAPITAL \$300,000.00.

## 6% Plus A Permanent Share in Profits

INTEREST  
We offer a most desirable investment for those who desire to take advantage of the full earning power of their money and at the same time secure entire safety of principal.  
Your principal is returned in ten years. Your interest, 6% payable semi-annually. Your share in the Profits of the Company is permanent. These Certificates are now earning dividends, and their value increases with the Company's growth.  
Write at once for full information as given in Pamphlet "29." **FIRST MORTGAGE & REAL ESTATE COMPANY** 165 BROADWAY NEW YORK CITY

**LAW STUDY AT HOME**  
Graduate correspondence students most successful at bar examination. Write today for proof and our free 112-page catalog. We make your home university. Leading home-study law course in America. Our own modern text—prepared by deans and professors from the big law colleges—Harvard, Chicago, Wisconsin, Michigan, Illinois, Iowa, Stanford and others. Very low cost and easy terms. Also business law. We guarantee to coach free a graduate failing to pass any bar exam. La Salle Extension University, Box 2413, Chicago, Ill.

## A Card in Evidence

When the time comes for the use of a card, it is very essential that the card should be right.

A Peerless Patent Book Form Card is right, when the time comes for the use of a card, no matter what the circumstance.

It is always clean, always smooth, always there in the case, and always a source of pride that it is always just the best card that money can buy or effort can produce.

No feature could be added to make it any better, else we would have done so long ago, when we made the first and original improvement in cards.

A sample tab of the cards, will give you the evidence when you detach the cards one by one, and note the smooth edges and the cleanliness that must be the result of the book in the case. Send for the tab and see for yourself.

Our Smart Card in Case.



**The John B. Wiggins Company**  
Engravers Die Embossers Plate Printers  
80-82 East Adams St., Chicago

## A CLASS BY ITSELF

No similar Real Estate Company ever owned so large properties with so small a ratio of indebtedness as the **NEW YORK REALTY OWNERS**, which is shown by its Annual Statement to be less than 30 per cent. of its Assets.

This Company has a larger ratio of security for its **6% BONDS** than any other Company, and its shares also have produced for their owners the largest profits. It has done business for sixteen years under the same management.

No other like Company equals this record. A comparison of its Statement with that of any other similar company shows that the **NEW YORK REALTY OWNERS** is in a class of its own.

It offers 6 per cent. Bonds in \$100 amounts and Convertible Bonds with full business profits. Send for booklet 18.

**NEW YORK REALTY OWNERS**  
489 FIFTH AVENUE, NEW YORK CITY

In answering advertisements please mention "Leslie's Weekly."

## Jasper's Hints to Money-makers

(Continued from page 370.)

speculative element, include American Beet Sugar, Pfd., Corn Products Pfd., Brooklyn Rapid Transit, American Woolen Pfd., Kansas City Southern Pfd., Southern Pacific and Texas Company.

B., Pine Bush, N. Y.: The fact that some one has succeeded in a certain line of business is no proof that some one else will succeed in the same line. I see nothing attractive in the proposition.

M., Grangeville, Idaho: I never heard of the Universal Metallic Tie Co. before. If it is such a wonder, isn't it remarkable that the public is not informed regarding it? I do not recommend the stock.

Montour, Danville, Pa.: It is never wise to send good money after bad. You are one of many of Tom Lawson's victims. I have constantly warned my readers not to have anything to do with his securities.

McC., Bridgeport, Conn.: The bonds are not gilt-edged. Why not write to brokers and bankers of established reputation who advertise to send bond lists and make a study of what they offer. This can easily be done and will be helpful.

H. W. B., Wilmington, N. C.: 1. The last report of Pressed Steel Car was unfavorable. 2. You might try an experience with a few shares of low-priced dividend payers, like Beet Sugar Com., Kansas City Southern Pfd., or some speculative stock like Missouri Pacific.

Student, Topeka, Kans.: One of the best of the instructive reviews is that issued weekly by J. H. Bache & Co., bankers, 42 Broadway, N. Y. Any of my readers can have a copy regularly without charge, if they will write to Bache & Co. for it and mention Jasper.

Beginner, New Orleans: You can buy stocks outright or by paying for them in partial payments. John Muir & Co., 71 Broadway, New York, specialists in odd lots, have a partial payment plan. Write to them for their "Circular No. 110" on odd lot investments.

Inquirer, Portland, Me.: One plan of investment is by monthly instalments in standard dividend-paying stocks. The plan is described in the circular entitled "Investment Talks," issued by Carlisle & Co., 74 Broadway, N. Y. It will be sent free to any of my readers.

Worker, Altoona, Pa.: You can buy bonds or stocks on a reasonable margin from brokers of established reputation. Walston H. Brown & Bros., members New York Stock Exchange, 45 Wall Street, New York, solicit correspondence from any of my readers who may desire to make an investment, large or small.

Free Map, Toledo, O.: The map of New York City to which you refer is sent with a descriptive booklet without charge to any investor who is interested in 6 per cent. real estate gold bonds on New York City real estate. Write to the American Real Estate Co., Room 587, No. 527 Fifth Avenue, New York, for a copy.

F., Wilkesbarre, Pa.: Gilt-edged real estate bonds yield 4½ per cent. Their security is unquestioned. I refer to bonds issued by the Title Guarantee & Trust Co., 176 Broadway, New York. Bonds paying a higher rate must have something of a speculative element, though in the end they may be equally good.

W. F. D., Pittsburgh: 1. The value of the shares of small industrial propositions depends upon the continued efficiency of their management. Successful speculators and investors prefer securities listed on Wall Street that have a ready market. 2. Leave the mining bonds alone. 3. The real estate bonds are decidedly better.

D., Amsterdam, N. Y.: The \$100 bonds offered by well-established bond houses provide a good investment for the small saver. It is easy and inexpensive to write to the different bond dealers, look over their offers and make your own selection, just as you would in buying anything else. This will be of educational value to you. This plan is pursued by nearly all successful investors.

Traveler, Rutland, Vt.: The safest way for a traveler to carry money is in the form of travelers' checks, issued by the American Bankers' Association. They can be had at any bank and can be used in any part of the globe. If they are lost, no one else can use them. Write to the Bankers' Trust Co., Wall Street, New York, for a free booklet of information. These checks are very popular with travelers, because they serve to identify them in any strange place.

L. W., Dorchester: The fact that S. W. Straus & Co., Straus Building, Chicago, dealers in first mortgage bonds netting from 5½ to 6 per cent., have been successfully doing business for thirty years and that they repurchase their securities from their customers on a fair basis, has given the house its excellent standing. Bonds of real estate companies in all our great

cities are well regarded because of the constantly increasing value of well-located real estate.

Real Estate Chance, Trenton, N. J.: If you want to buy real estate in the hope of making a profit, buy only from well-established companies. A speculative chance to have an interest in real estate in some of the growing Western cities is offered by the novel plan of the Northwest Townsite Co., 322 Chestnut Street, Philadelphia. This company offers five lots, one in each of five young cities, on easy payments. Write to the company for booklets of information.

Teacher, Buffalo, N. Y.: 1. I could not answer all of your questions. You will find much of the information in a free booklet on "Fractional Lot Trading." Write to J. F. Pierson, Jr., & Co., members New York Stock Exchange, 74 Broadway, New York, for it and mention Jasper. 2. A 6 per cent. investment with your principal returned in ten years and a share in the profits of the company, is offered by the First Mortgage and Real Estate Co., 165 Broadway, New York. It is fully described in their free pamphlet "No 20." Write them for it.

P., Texarkana, Ark.: 1. Manhattan Transit is purely a speculation. It has a lighting franchise in New York City, now in litigation. The par value is \$20, and the stock has sold from 50c. to par. If the litigation should result in its favor, it will sell higher. This makes it a gamble. 2. On a break, the purchase of low-priced industrial stocks like Corn Products, Int. Paper, Un. Bag & Paper, American Ice, and U. S. L. & H. Com. would offer a good chance for speculation to the patient holder. In due time, the market must have an upward swing.

Take-a-Chance, Newark, N. J.: An opportunity for investment and speculation combined is highly recommended by Hotchkiss & Co., bankers, 53 State Street, Boston, Mass., to their customers. They are recommending the 7 per cent. Pfd. stock of the Walpole Rubber Co., at \$105 a share, with a bonus of two shares of Common stock for each ten shares of Pfd. stock purchased. This company has no bonds ahead of its Pfd. stock. Possibilities of dividends on the Common give it a chance for speculation as well as investment. The Walpole Rubber Co. is the largest manufacturer of insulated tape in the world. It also manufactures "Cat's Paw Rubber Heels," which are coming into very general use.

D., Middleburg, N. Y.: 1. Such institutions depend for their success on the integrity and ability of the management and are not as well safeguarded as a savings bank. 2. The small investor ought to make an investigation on his own account of bonds offered by well-established houses. It would pay you to send for their booklets of information and learn something about them. Among others that will be sent to any of my readers on application are the following: Booklet on "Judging Securities," write to Eastman, Dillon & Co., Investment Bankers, members New York Stock Exchange, 71 Broadway, New York. List of bonds yielding from 4 to 5 per cent., the same which the U. S. Government accepts as security for Postal Bank deposits; write for free circular to the New First National Bank, Department 8, Columbus, Ohio. Bonds on monthly instalments for Small Investors; write for Pamphlet "L5" to Beyer & Co., the \$100 Bond House, 52 William Street, New York. "How Can I Invest Safely?" read the answer in a little booklet entitled "Investment Insurance," which will be sent you by George H. Burr & Co., Bankers, 41 Wall Street, New York. Safe first mortgage railroad bonds paying from 5 to 6 per cent., and 6 per cent. industrial and equipment bonds for investors large or small; write for circular to F. J. Lisman & Co., members of the New York and Chicago Stock Exchanges, 30 Broad Street, New York. Conservative Investment with safety and good income returns; write for booklet of investments "XA" to P. W. Brooks & Co., 115 Broadway, New York. Six per cent. first mortgage bonds in denominations from \$100 to \$1,000; write for "Circular E," with full details, to the American Finance & Securities Co., 5 Nassau Street, New York. A semi-investing plan of investing from \$100 to \$5,000 can be had by writing for it to Leavitt & Grant, members Consolidated Stock Exchange, of New York, 55 Broadway, New York. Write for the "100 Bond Circular" to J. Frank Howell, members Consolidated Stock Exchange of New York, 52 Broadway, New York banking, bond and brokerage houses of good standing are only too willing to send their booklets and circulars to my readers on request.

NEW YORK, March 21, 1912. JASPER.

## Reading Matter in Demand.

THE YOUNG men of the army and navy everywhere are eager to read. This is particularly the case as to those stationed in Cuba, Manila, Alaska and other isolated posts. John S. Tichenor, secretary of the Army and Navy Young Men's Christian Association, at 124 East Twenty-eighth Street, New York, appeals to the public for old books and magazines to be forwarded to the men. As Sir Edmund Burke said, "Education is the safest, and at the same time the cheapest, defense of the nation."

## "YANKEE" TOOLS

Make Better Mechanics

Here's a tool that takes the wobble out of pesky little screws:

## "YANKEE" RATCHET SCREW-DRIVER NO. 15

This Knurled Washer permits you to turn the blade, and start the tiny screw, with thumb and forefinger, while your hand holds the driver and screw straight, with a steady pressure. Thus started, the screw is driven home by ratchet movement of handle. In drawing screws, you start with ratchet movement, then run out by thumb and finger on Knurled Washer.

Made of 3-16 in. diameter, in four lengths:  
2 in. Blade, 4 in. Blade, 5 in. Blade, 6 in. Blade, 4 in. Blade, 5 in. Blade, 6 in. Blade, 7 in. Blade

Your dealer can supply you "YANKEE" Tool Book" (free) to mechanics & householders "YANKEE" Tools in the Garage"—for motorists. **NORTH BROS. MFG. CO. PHILADELPHIA**

## 9,059-Word Business Book Free

Simply send us a postal and ask for our free illustrated 9,059 word Business Booklet which tells how priceless Business Experience, squeezed from the lives of 112 big, broad, brassy business men may be made yours—yours to boost your salary, to increase your profits. This free booklet deals with:

- How to manage a business
- How to sell goods
- How to get money by mail
- How to buy at rock-bottom
- How to collect money
- How to stop cost leaks
- How to train and handle men
- How to get and hold a position
- How to advertise a business
- How to devise office methods

in no obligation, yet it may be the means of starting you on a broader career. Surely you will not deny yourself this privilege, when it involves only the risk of a postal—a penny! Simply say "Send on your 9,059-word Booklet." Send to **SYSTEM, Dept. 27, Wabash and Madison, Chicago**

## Get Off the Drudge Trail NOW

The drudge trail is the road the untrained working-man trudges over every morning and every night

But, from the drudge trail there are so many branch roads leading to prosperity, and every day many trudgers turn in to one of these roads and find success.

On these roads the sign-board reads "I. C. S. Training."

The International Correspondence Schools are maintained to help poorly-paid workers. They give such workers the training necessary to success in any occupation.

As proof of this, there are on record thousands of testimonials voluntarily sent in by I. C. S. men who have risen to high salaried positions.

Every worker who would like to be benefited in salary and position by I. C. S. training should at once mark and mail this coupon as directed. In return he will receive free of charge invaluable information.

## INTERNATIONAL CORRESPONDENCE SCHOOLS

Box 1009 SCRANTON, PA.

Explain, without further obligation on my part, how I can qualify for the position before which I mark X.

Automobile Running	Civil Service
Mine Superintendent	Architect
Mine Foreman	Chemist
Plumbing, Steam Fitting	Languages
Concrete Construction	Commercial English
Civil Engineer	Building Contractor
Textile Manufacturing	Industrial Designing
Stationary Engineer	Commercial Illustrating
Telephone Expert	Window Trimming
Mechan. Engineer	Show Card Writing
Mechanical Draftsman	Advertising Man
Architectural Draftsman	Stenographer
Electrical Engineer	Bookkeeper
Elec. Lighting Supt.	Salesmanship
	Poultry Farming

Name \_\_\_\_\_

Present Occupation \_\_\_\_\_

Street and No. \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_



**"Bristol"**  
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## People Talked About

IN THE course of conversation some time ago with President Taft, Governor Willson, of Kentucky, referred to Colonel Wheeler. Mr. Taft was puzzled and inquired who Colonel Wheeler was.



HARRIS & EWING  
COLONEL "JACK" WHEELER

A popular member of President Taft's official household recently honored by the Governor of Kentucky. "Colonel Wheeler of your staff," replied the Governor. "But," said the President, "I've got no Colonel Wheeler." Governor Willson laughed. "Yes, you have. I've just appointed 'Jack' Wheeler a colonel." The President fairly beamed and exclaimed, "Oh, 'Jack' Wheeler! That's fine!" Everybody from the President down was pleased, for Governor Willson had very happily honored one of the most useful and best liked members of the President's official household. Lucien C.—which is "Jack's" regular name—is known to thousands throughout the country as the President's advance man. He travels ahead of the presidential party on all trips, to see that proper arrangements have been made for the safety and comfort of the chief executive. Colonel Wheeler was graduated from Notre Dame and Iowa State universities. He makes friends wherever he goes.

AMONG the notables of Montclair, N. J., is Nathaniel H. Baldwin, the "grand old man" of that city, who recently celebrated his ninety-fourth birthday. Mr. Baldwin is remarkably young and active for one of his age. Indeed, he says, "I feel just as well as I did when I was twenty years younger. As each year rolls around, I don't feel any weaker, nor are my senses any more impaired." Not only are Mr. Baldwin's hearing and eyesight good, but he makes a practice of walking several miles daily for exercise. He is interested in current affairs and reads the papers every day. Mr. Baldwin, who retired from business twenty years ago, attributes his long life and good health to temperate living. He never drank spirituous liquors and has never used tobacco, except for a short time in his youth. He says, "I don't worry about anything, never did and don't intend to. It's all nonsense." He is an optimist and looks forward to rounding out at least a century of life.

ANOTHER woman has been added to the not very long list of women college presidents in our country. The trustees of Wilson College, at Chambersburg, Pa., recently elected as president of that institution Miss Anna L. McKeag, of Wellesley College, Massachusetts. Miss McKeag was dean of Wilson College when her work attracted the attention of the trustees of Wellesley and she was asked to go to that institution as professor of education. From this position she has been called back to Wilson College. Miss McKeag is one of the most scholarly young women in our country and has done much to advance the cause of higher education of women. She won her Ph.D. in 1900, at the University of Pennsylvania. Miss McKeag has been a delegate to international congresses of school hygiene in London and Paris. She has written some meritorious books.

MISS ANNA L. McKEAG, Who was recently elected President of Wilson College, Chambersburg, Pa.

ONE OF the drawbacks experienced by our representatives abroad is the lack of official residences owned by their own government. It has been complained that, owing to the high rent which must be paid for accommodations in the capitals to which they are accredited, only rich men can afford to enter the American diplomatic service. Much inconvenience, too, is caused by the fact that the locations of the residences of our representatives change with each incumbent of office. The same is true to a degree of the consular service. The United States owns diplomatic buildings only at Peking, Bangkok, Siam, Constantinople and Tokio, and these are not expensive. In order to spur Congress on to providing suitable homes for our representatives, the American Embassy Association has been organized, with E. Clarence Jones, a public-spirited banker of New York, as president, and with a number of other prominent men on the executive committee. In a beautiful book issued by the association, it is stated that a total of only \$3,000,000 would suffice to provide embassies in all the countries to which we send ambassadors, and that these properties would enhance in value. A bill has been introduced in Congress authorizing the purchase of sites and buildings for diplomatic and consular establishments of the United States in foreign countries.

A RELIGIOUS movement which has prided itself as being by men and for men exclusively has had at last to lower its colors to a woman. In all of the seventy-five or more conventions of the Men and Religion Forward Movement, its audiences of men only have been addressed by men only. But to Miss Jane Addams, of Hull House, Chicago, belongs the unique distinction of being asked to address the great Christian Conservation Congress which closes the nation-wide campaign in New York, April 19th-24th. Miss Addams is perhaps the best known woman in the United States, her fame resting on the splendid social service she has rendered through her books and platform addresses and through her lifelong work at Hull House. In the work and play problems of childhood and youth and in the relation of the city to the immigrant and the immigrant to the city, Miss Addams is an expert. Not only will Miss Addams be the only woman speaker at the Conservation Congress, but also she will be the only woman present at any of the sessions. She is to speak frankly to men of the social evil and man's responsibility therefor.

SOME surprise was created recently by the news that four American diplomatic representatives in Europe now go to court in uniforms of varied colors. These envoys are Mr. Leishman, ambassador at Berlin; Curtis Guild, ambassador at St. Petersburg; W. W. Rockhill, ambassador at Constantinople, and Larz Anderson, our minister at Brussels. These officials have discarded the plain evening dress in response to social requirements.

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## Typical Gasoline Cruising Boats.

(Continued from page 359.)

become educated up to the good qualities which a boat should possess, and you will soon get to know—if you are going to stick to the game—just what you want; and then a man's troubles are over.

Fig. 2 is a raised-deck cruiser. This type has become so popular in the last few years that very few of any other type are built for cruisers. There are a great many advantages to this style, but it is, of course, a question whether they offset those of a good, wide, roomy cabin boat. The principal advantage is that the head room, usually greater than in any other type of boat, is carried across the full width of the boat, giving plenty of room around your head when sitting on a berth. In a cabin boat, where the berth usually extends under the deck, this space is seldom available for sitting up in.

Another advantage is strength. The sides being carried up and the deck beams and deck going completely across without any large openings form a tie, which, for the raised part at least, makes a solid tie completely around the ship. Still another point in favor of this style is its comparative cheapness of construction. In the raised-deck cruiser the arrangements can be so varied that, aside from a place for the galley and a toilet, almost any combination can be worked out.

The best place for the toilet, in a boat thirty feet and under, is as far forward as you can get it, on a center line of the

## No Words Wasted.

A SWIFT TRANSFORMATION BRIEFLY DESCRIBED.

About food, the following brief but emphatic letter from a Georgia woman goes straight to the point and is convincing.

"My frequent attacks of indigestion and palpitation of the heart culminated in a sudden and desperate illness, from which I arose enfeebled in mind and body. The doctor advised me to live on cereals, but none of them agreed with me until I tried Grape-Nuts food and Postum.

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"I gained flesh and strength so rapidly that my friends were astonished. Postum and Grape-Nuts have benefited me so greatly that I am glad to bear this testimony." Name given by Postum Co., Battle Creek, Mich.

"There's a reason," and it is explained in the little book, "The Road to Wellville," in packages.

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

ship. In placing the galley, the main consideration is to have plenty of ventilation. The stove should be as far away from the gasoline supply as possible. Isolate the two as much as possible. The best place for the engine—all other things being equal and the shape of the hull permitting—is aft of the raised deck, in the cockpit, with a removable hood over it, to keep the gasoline and burnt gases out of the cabin.

A raised-deck boat, from twenty-five to thirty feet—anything smaller is impracticable—would cost, complete, anywhere from \$400 to \$700 or \$800, according to age, finish, etc.

## Truth About Labor in the Steel Mills.

(Continued from page 355.)

production has not only multiplied, but has also become amazingly varied. Conditions of work in the steel mills have improved with this growth. Machinery and various devices have almost banished hard labor, it is used to be known, and from the days of infinitely laborious and trying work have survived notions that have been set forth by those who apparently were ignorant of existing conditions.

One person who has been active in opposition to the steel industry as it is now conducted has developed some of these old ideas or based criticism upon old conditions. To persons familiar with conditions as they may be seen today, it was not necessary for him to confess—as he has confessed—that he never had been inside a steel mill.

Another series of criticisms along like lines by a woman seems to be out of date. Several years ago this woman was active in the uplift work of the Pittsburgh Survey in and about Pittsburgh. Some conditions may have been as she represented them to be when she was an investigator, but the settlement of laborers and their families then known as Pottersville, the miseries of men, women and children in which she pictured, was absolutely wiped out by the Carnegie Steel Company some six years ago and is now the site of Open Hearth Mill No. 4 of the Homestead plant, one of the most modern of its type in the world.

The pictures drawn of the housing of foreigners *en masse* may have been true years ago, and there may be something of a like congestion—due wholly to the foreigners themselves—in the more remote localities that contribute laborers to the steel mills; but the Homestead pictured so dreadfully is now a different town. I interviewed Dr. J. P. Oeffner, an active member of the Homestead board of health, who says the conditions detailed no longer exist in Homestead, which, although a typically political city, has a health board which performs its duties rigidly. "Homestead," said Dr. Oeffner, "to-day enjoys a better

(Continued on page 375.)

## Uses and Delights of the Power Houseboats.

(Continued from page 369.)

which, of course, cuts into the arrangement, and valuable space and comfort have to be sacrificed.

In connection with the power plant, the lighting of the boat is usually taken care of, and a simple electric-light plant with low voltage gives more comfort to the owner than any other system. Many small gasoline generating sets are to-day on the market that, in connection with storage batteries, can easily be taken care of, and at all times give a splendid, safe and healthy light. Most houseboats, for cruising along the Atlantic coast, will require some sort of heating system to give home comfort, and I have found that the hot-water system, with a small, hot-water boiler located in the galley and pressed-steel radiator in staterooms and saloon, gives the most satisfactory results and is easy to run. The stowage of fresh-water tanks can conveniently be taken care of in the space below floor, and from 500 to 1,000 gallons can easily be carried.

The shallow-draft power houseboat as it stands to-day embodies, in her design, construction and arrangement, features widely different from those generally found in the ordinary cruiser. The tunneled stern necessary to hold down the draft has proved, contrary to general idea, to give just as much efficiency to the propeller as, and in a seaway even more than, the ordinary type.



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*Carl Freschl*

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*Are Your Hose Insured?*



### Dear Mother:

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As I see the little sum of money, that George left, growing smaller each day, the uncertainty of the future has assumed a serious aspect. The shock of George's sudden death was enough without this unexpected worry of things which are all new to me.

Devotedly,  
Charlotte.

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Please accept my thanks for your kind remittances which you have sent me each month, following the sudden death of my husband. It is hardly necessary for me to tell you how much this monthly income has saved me from worry and possible privation.

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Very truly yours,  
(Mrs. J. B. F.) Sarah B. F.

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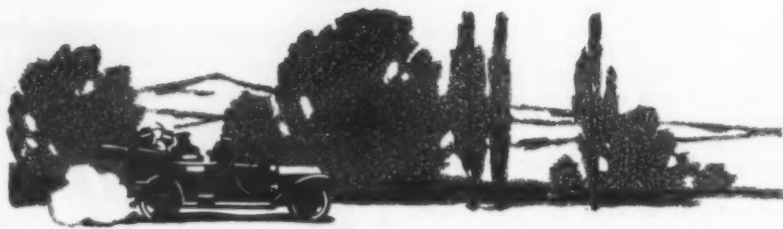
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## Motorist's Column

Automobile Bureau

By R. B. JOHNSTON

Readers desiring information about motor cars, trucks and delivery wagons, accessories, routes or State laws can obtain it by writing to the Automobile Bureau, Leslie's Weekly, 225 Fifth Avenue, New York City. We answer inquiries free of charge.

**M**OTORISTS who have stored their cars during the cold weather would do well to begin preparations immediately to put their cars in commission again. It is always a good plan to have the agents look the cars over when this is possible and have them attend to any adjustments that may be necessary for the owner to get the best service from the vehicle. When it is not possible to have the car inspected by a dealer or some expert mechanic, the owner should go over the car himself. A few hours spent in tightening nuts, examining and filling all grease cups and other work of this nature will be time well spent.

It is expected, of course, that the wheels have been raised from the floor so that the tires have not carried the weight of the car during the time it was stored. It will be a good plan to take the tires off the rims and examine both casings and tubes. If the rims show signs of rust, the rust should be scraped off and the rims painted before the tires are replaced. A careful examination of tubes will frequently show that slight repairs are needed, and it is a much better plan to have these repairs made when the car is not in constant use than to wait until a small defect develops into a big break some day when the car is many miles from a repair shop.

In case the car has been stored in a building that is warm and dry, it would be a good plan to tie bits of water-soaked waste around the ends of the spokes where they enter the outside rims of the wheels. Owners of cars have frequently told me they had been annoyed by squeaks for the first month or so after putting their cars in commission in the spring. As a general rule they had not been able to locate the source of these slight though annoying

sounds, but after they used the cars in rainy weather a few times they noticed the squeak had disappeared. The noise had undoubtedly been caused by the spokes having dried enough so that they were a trifle loose in the wheels.

A. W. M., New Haven: Loose steering wheel. I would not advise you to try to remedy this yourself. When a car has been used a couple of years or more, it is always a good plan to have an experienced mechanic look it over and especially attend to fixing the various parts of the steering mechanism.

S. T. J., Boston: Knock in engine. The knock in your engine may be the result of a loose bearing or it may be caused by the spark being advanced too far. If the latter be the reason you can remedy the trouble by retarding the spark, but if that does not help matters it would be well to have the bearing looked after.

L. M., Richmond, Va.: Windshield or goggles. For my part I would prefer to have a windshield put on the car. Of course a windshield costs more than a great many pairs of goggles. It is, however, more sightly than goggles and will keep rain from driving into your face when you are out in stormy weather. A windshield stays in place and does not require constant attention like goggles. Many thousand pairs of goggles have been ruined by the user putting them on the seat and later sitting down hurriedly. Many men and women cannot wear goggles for any length of time without getting bad headaches.

F. P. C., Kansas City: Dripping transmission case. Many transmission cases in which the joints are not of perfect workmanship will allow the grease to work out. The best remedy for this would be to put a small air vent in the top. When the motor is running the grease becomes heated, the air heats in the case, expands and forces the grease out, but if there is a hole, of course, the air will be able to escape thereby. It would be a good thing to fit a small breather pipe with a baffle plate to this hole if possible, but if not possible much less grease will be thrown out through this small hole than would have been lost in the original case. You had better make sure that there is enough grease left in your transmission case to fully cover all the moving parts.

T. P. A., Des Moines: Automobiles for traveling men. Provided his samples are not so bulky as to make it impracticable for them to be put into a single big trunk, it is certain that an automobile would greatly increase the earning powers of any traveling man who had to visit many cities in a comparatively small territory. The automobile would make him absolutely independent of railroads as well as the vagaries of expressmen in small places, and he could cover two or three times as much territory in the same time, or could go over his territory two or three times as often as when he had to depend on railroad trains. I have heard of cases where traveling men bought runabouts for themselves because they could make so much more money from their increased sales that it was good business to invest one thousand or fifteen hundred dollars in the car. A number of big firms have bought motor cars for their traveling men.

## Boosting a City with "Ad" and Bond

(Continued from page 364.)

the "Green Haven 44s" listed, and in one way and another the seed was sown. Green Haven reaped a great harvest.

Jones Springs doesn't belong to Oklahoma exclusively and Green Havens are developing all over the country. Wherever good business men get together and discuss methods for making their city grow, enterprises have grown, municipal advertising is the result.

There is a great opportunity for city boosting through the combination of the municipal bond and the municipal advertisement. This is the day when the bond issue builds the city. With money coming to it from every side of the country, money drawn from the savings bank and sometimes the stocking hidden between the mattresses, the modern city has gained the beauties which make it famous. The public-school buildings of the Southeast are made possible by the money of orange growers of California and the Massachusetts mill owner and his operator often furnish funds for bridges and boulevards in a Western city.

This is the age of the municipal bond. In every city where progressive business men have succeeded the bosses of old in the saddle of control, where building for the future goes with building for the present, the bond issue is regarded as the legitimate solution of the problem of raising money. Why should the citizen of to-day suffer all the brunt of building a parkway the citizen of tomorrow, too, will enjoy? The city with a good name and good credit offers its promise of payment with attractive interest in return for ready cash with which to better and beautify itself.

Following the issuance of bonds, the great question is the disposal of the

issue to the public. Of recent years the denomination of municipal bonds has been a question of more than passing interest. There was the day when city bonds seldom were for smaller amounts than \$1,000, and never below \$500. Things are different now. Cities have come to realize that more good things come from the interest of an investor than the mere money he pays into the city's coffers. They build in more ways than one when they get their bonds into good hands, they find, and the great question is of making those they want to interest buy the bonds. There is the moral in the story of Mr. Williams. Green Haven points the way to cities both large and small.

Has your city bonds to sell? Then they will find an early and a productive market if you tell the public what a town you have, why it is bound to grow and go ahead, and why it is the ideal home for one about to make a change. The municipal advertisement builds the city's credit in definite fashion. Ask Memphis, ask Nashville, ask Montgomery, Portland, Ore., Des Moines, Dallas, Pensacola, Baltimore or the chambers of commerce of the other cities whose advertisements are seen from time to time in the daily, the weekly and the monthly press. Or, better still, ask the firm from which you have bought bonds in the past. Ask them if there isn't a greater demand for the issues of these cities which have spread the stories of their prospects through the medium of printer's ink. All the answers will be the same.

The bond issue not only builds the city physically, but it helps greatly in the increase of its population and its industries—if the city advertises.

In answering advertisements please mention "Leslie's Weekly."

## CUT YOUR CAMERA EXPENSE IN HALF

Thousands are doing it—with the information that this training brings—saving on costs of materials alone, to say nothing of the satisfaction of better results. Short cuts, new formulas, tricks of the world's greatest photographers, answers to every problem that you will ever meet—all this in completely indexed, get-at-it form is in the new four volume set of

**The Library of Amateur Photography**  
One owner says: "They seem to cover the whole photographic field." Another: "It is just such a course of instruction that I have been wishing to obtain for a long time."  
Sent on approval, prepaid, on receipt of \$2. Balance on easy terms, or write for further descriptive matter to Am. Photo Text Book Co., 2202 Adams Ave., Scranton, Pa.

## News for the Man with a Marine Engine

Install a Baldridge Reverse Gear in your boat (between engine and propeller)—and increase a hundred fold the pleasures you find in motor boating.

Simply by moving a single lever you can control your boat at will, run up to the dock, pick up a mooring, stop, go ahead, reverse (at full speed in emergencies),—all without stopping your engine.

Don't buy or use a motor boat without a "Baldridge," if you value your safety and comfort. Nearly 12,000 joyful users praise the reliable "Baldridge."

If not at your dealer's, send for FREE BOOK. Interesting from cover to cover.

**THE BALDRIDGE GEAR CO.**  
669 W. Grand Blvd., Detroit, Mich.

## MAKES A PHONOGRAPH SOUND LIFE-LIKE

A remarkable little device that fits in tube between reproducer and horn of any make of machine. It renders the sound loud, clear, like a real voice. Pat. Jan. 16, '12.  
Send \$1.00 MAILED PREPAID. 2c stamps or check at our risk. Guaranteed absolutely satisfactory or money refunded.  
State whether for Victor, Victor Victrola, Edison with rubber or metal connection, Columbia disc or cylinder.  
Information and circular matter free.  
**MORSE BROTHERS, Manufacturers and Distributors**  
453 Lumber Exchange, Minneapolis, Minn.

## ON FREE TRIAL

The Expense Is Ours!

This magnificent, MOTH-PROOF, Piedmont Red Cedar Chest sent anywhere on 15 days free trial. Place it in your own home at our expense and see for yourself what a beautiful, useful and desirable piece of furniture it is. Moth, mouse, dust and damp proof. Direct from factory to you at factory prices. Freight prepaid. Send for big illustrated free book showing all styles and prices and particulars of free trial. Piedmont Red Cedar Chest Co., Dept. 51, Stateville, Ill.

## I Was Deaf 25 Years

I CAN NOW HEAR

with these soft, pliable, artificial ear drums. I wear them in my ears night and day. They are perfectly comfortable. No one sees them in my ears. Write me and I will tell you true story—how I got deaf and how I made myself hear.  
**ARTIFICIAL EAR DRUM COMPANY,**  
Address GEO. P. WAY, Manager,  
66 Adelaide St., Detroit, Mich.

## Have You a Dog?

If so send for Fulk Miller's great illustrated book on "DOGS." Tells how to successfully care for them from puppyhood to old age. Also how to secure Free Medical Advice; it may save your dog's life. Contains Senator Vest's "Eloquent Tribute to a Dog," and the celebrated poem, "The Yaller Dog's Love for a Nigger." This 50 cent book for 10 cents just to advertise "Bergeant's Famous Dog Remedies."  
**FULK MILLER DRUG CO.,**  
800 E. Main Street, Richmond, Va.

## Buy Your RIBBONS Direct From Maker

We make pure silk, high grade ribbons only, and sell direct from factory, prepay postage and guarantee satisfaction or money refunded. Special Introductory Offer.  
5 yds. Taffeta 4 1/2 inches wide for 50c. or 2 3/4 yds. Satin 4 inches wide for 50c.  
Colors: Black, White, Lt. Blue, Pink, Cardinal, Garnet, Old Rose, Copenhagen, Navy, Brown.  
Write for catalogue, samples and prices.  
**Electric City Silk Co., 22 W. Market, Scranton, Pa.**

## ARITHMETIC SELF-TAUGHT

A plain, easily-understood volume for all who have not had the opportunity of learning this subject thoroughly, or who have forgotten what they once learned. 257 Pages. Requires no teacher. This great little book sent postpaid for 60 CENTS. Stamps accepted, leather binding, \$1.  
**GEO. A. ZELLER BOOK CO.**  
Est. 1870, 4470 W. Belle Pl., St. Louis, Mo.

## WHITE VALLEY GEMS

See Them BEFORE Paying. These gems are chemical white sapphires—LOOK like diamonds. Stand acid and fire diamond tests. So hard they easily scratch a file and will cut glass. Brilliantly guaranteed 25 years. All mounted in 14K solid gold diamond mountings. Will send you any style ring, pin or stud for examination—all charges prepaid—no money in advance. Write today for free illustrated booklet, special prices and ring measure.  
**White Valley Gem Co., 6719 Saks Bldg., Indianapolis, Indiana**

## NULITE PORTABLE PARLOR LAMP

The cheapest, best and most beautiful light fixture for town or country. Makes and burns its own gas; 800 C. P. 5 hours for 1 cent. Can be used anywhere with amazing results. Low in price. Thoroughly reliable. Many new and exclusive features. Best proposition of the year for gifts. Write today for full details.

**NATIONAL STAMPING & ELECTRIC WORKS**  
414 S. Clinton Str., Chicago



## Truth About Labor in the Steel Mills.

(Continued from page 373.)

birth record than a majority of manufacturing towns. We don't permit the breeding of foreigners in the old manner, although eternal vigilance is necessary to keep them from living together in numbers, owing to the desire of some to save money, and their native habits. Homestead's morals are on a par with those of other towns of its size, while they are much better than the morals of New York or Chicago or Cleveland. Dr. Deffner points to the fact that Homestead has had no epidemic of disease in years as one proof of his statement. Adjoining Homestead and immediately above the steel mills is the comparatively new borough of Munhall, which is in all respects a model town. No "herding" is permitted here, and the officials of all boroughs in which the steel plants are use every effort to prevent it. The Carnegie Company prohibits it in its own houses and those it sells to workmen.

In antagonistic statements before the Stanley committee at Washington, the coming to this country of the foreigners employed by the United States Steel Corporation has been deplored, on the theory that they represent a spirit alien to the American and that "they all displace American labor—displacing, in fact, the people who in times past have made their start in the world and have lived well and developed into fine American citizens from the steel industry of which we were once so proud." The fact is that the living Americans who "made their start in the world" in the steel industry are still in that industry—not as laborers, but as skilled mechanics, bosses, foremen, superintendents and all the way up the line to the top. And here is another fact: The development of the Homestead plant from some 600 employees thirty years ago to some 7,000 to-day represents a like development in all the industries of the country.

Where would the Americans who could fill the demands of industrial growth come from, as to labor? Foreigners as laborers are not seen alone in the steel mills. They are in all industries; and they swarm in the great cities, living much as foreigners live in the Pittsburgh district and other steel centers. They perform various kinds of labor, in many fields, that must be done and for which there are no Americans to be had. The Americans are steps and still steps above. Foreign labor of all kinds, on farm and in shop, on public works and in private enterprise, has developed the United States. And thousands of steel laborers, foreigners, will later be Americans, as their children now are. It has been alleged, too, that the Carnegie Company or its predecessor "destroyed labor unionism and thus enslaved its men at Homestead." During my tours of the Homestead mills, I made inquiry as to the days of the Amalgamated Ironworkers there and the final strike in 1892 that abolished the organization at these mills. Old Amalgamated men now employed at Homestead, some in the same lines of work they then followed, others as foremen and superintendents, say that general conditions as to labor—skilled and unskilled—are far better at the mills now than they were in 1882, when, it must be remembered, there were about 600 employees. And they affirm that conditions are better than they were in 1892, when the greater strike took place. With the exception of one class of men employed in the Amalgamated days, labor of all kinds is better paid, according to these men, than it was.

The one class better paid in the old days was that of rollers and small bosses. Then hardly anything but rails was produced at Homestead. The men who held the better jobs in the mills were the more influential men in the Amalgamated. A boss roller would have assistants, whom he paid what he pleased while he would take the lion's share. The work was on tonnage. So much was produced at such a rate of pay, and the boss divided it up to suit himself. "I have known a boss roller, who could neither read nor write," said one who remembered the times, "to make—or take—forty dollars a day, and, of course, those under him and other minor employees had to suffer." "And I," said another, "have many a time seen a boss roller in the old days go up to the window on pay-day and get so

much money in gold he had to use his hat to carry it away."

It follows that the minor workmen whose pay was smaller than is that in their classes to-day must have looked upon such pecuniary phenomena with wonder and envy. Work to-day in the mills is largely on tonnage, with wages more on a basis of equity. "In the old days," said an old member of the Amalgamated to me, "none but those on tonnage for a long period could belong to the Amalgamated, which controlled every detail of work. Superintendents, representing employers, were almost powerless. They not only could not discharge men for cause without almost interminable trouble and delay, but they could not originally employ men without the sanction of the Amalgamated, through its mill committees."

"The union in those days dug its own grave here," said this old member. "Men were not promoted on merit, as they are now promoted, but according to the mill politics of the Amalgamated. But this condition was largely local as to the Amalgamated and was due to the domination of certain men—and they were not Americans."

The Amalgamated still exists, but its present methods are more in line with modern conditions as to labor; and its peculiar history at Homestead reflected, as this old member said, a state of affairs of purely local growth. There are union men still in the works, and there is no discrimination against them.

As I made my tours, the thousands seen at work in the various plants wore the look of contented men, and the many questioned proved that their appearance reflected that condition. Everywhere men seemed to be subordinate to labor-saving machinery. Here men appeared to interpolate human intelligence in emergencies or between processes, and there to supplement with common labor the intelligence of the machines. Railroad tracks run everywhere to bring material and take away products. In the mills, tracks on the ground are traversed by charging machines and other devices, while tracks above accommodate moving cranes that travel all spaces. At the National Tube Works, in McKeesport, where one building, in which fifteen hundred sizes and dimensions of tubes and pipes are produced, covers twenty-three acres under one roof, there is not a foot of ground that is not traversed by cranes. Hydraulic pulleys, great magnets for lifting scrap and other material, and other devices supplement the machinery of production.

In all the works it was made evident that six days of labor is the rule. So scientific are the records of departments of the Carnegie Steel Company that whenever a man in all the great system has worked seven days it is known and made a matter of inquiry. There are occasional emergencies that make a seventh day necessary to one or two or a few men, like a "spill" in a furnace or some other unexpected happening; but when it occurs warning is sent to make up the added time in added leisure.

### The Famine Sufferers.

THE ARTICLE in LESLIE'S telling the fearful story of the sufferings of a million famine-stricken people in China has brought us a letter from St. Louis, Mo., signed "A Reader of Your Publication," inclosing one dollar for the relief fund. We have forwarded the contribution accordingly. Others of our readers who desire to contribute to this cause can do so by sending directly to Jacob H. Schiff, Treasurer Chinese Famine Fund Committee, 1 Madison Avenue, New York City.

### LESLIE'S PRESIDENTIAL VOTING CONTEST

My choice for the next president of the United States is

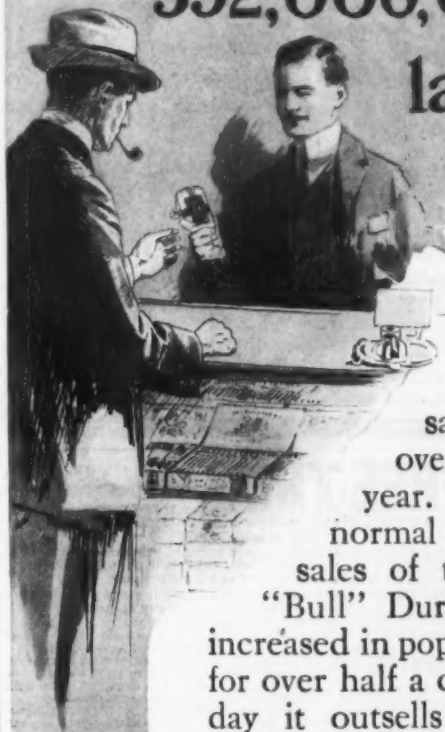
in 1908 I voted for

Name

City

State

# This happened 352,000,000 times last year



That's the number of "Bull" Durham sacks actually sold over the counters last year. And that's just a normal growth over the sales of the year before. "Bull" Durham has steadily increased in popularity every year for over half a century—until today it outsells all other high-grade tobaccos combined.

## GENUINE "BULL" DURHAM SMOKING TOBACCO

Forty "rollings" in each 5c muslin sack

is the strongest proof in the world that purity and goodness and value do count—that cigarette and pipe smokers do know real flavor—real taste—real tobacco.

"Bull" Durham is just as Nature grew it—fine, pure, ripe tobacco—packed in a plain muslin sack that gives forty "rollings" for each 5 cents' worth. Ten ordinary ready-made cigarettes cost 5 cents. Ten of the more expensive ready-made cigarettes cost 25 cents. The most expensive cigarette is no better than that rolled from "Bull" Durham.

You owe it to yourself to find out why 352,000,000 sacks of "Bull" Durham were sold last year—why it gives such universal satisfaction. Try it in your pipe or use it to "roll" your own cigarette.

A book of "papers" free with each 5c muslin sack.

*Blackwell's Durham Tobacco Co.*



In answering advertisements please mention "Leslie's Weekly."



"I've Used This Blade 600 Times  
and every time I've got a shave that no barber  
could improve on. I not only save the money I  
used to spend on new blades, but I have the satis-  
faction of an easy, luxuriously clean shave that  
'starts every morning with a smile.' That's  
what one man says of the

**ZIG-ZAG**  
AUTOMATIC STROPPER

The Curve Cut Strop Gives  
the Barber's Stroke

One Model Strops any and ALL  
Makes of Safety Razor Blades

\$1.00 complete with strop in neat pasteboard  
box. Outside of U. S. \$1.50.  
\$2.00, all parts heavily nickeled, complete  
with strop, packed in handsome leather case.  
Sold everywhere in the U. S. at above prices,  
or sent direct from factory on receipt of  
price. Send for free booklet, "No More Dull  
Blades for Me."

**GIBFORD SPECIALTY CO.**  
280 Jefferson Ave. Detroit, Mich.

**10 DAYS FREE TRIAL** We will ship you a  
"RANGER" BICYCLE on approval, freight  
prepaid to any place in the United States without a cent deposit in advance, and  
allow ten days free trial from the day you receive it. If it does not suit you in  
every way and is not all or more than we claim for it and a better bicycle than you can get  
anywhere else regardless of price, or if for any reason whatever you do not wish to keep it,  
ship it back to us at our expense for freight and you will not be out one cent.

**LOW FACTORY PRICES** We sell the highest grade bicycles direct from factory  
to rider at lower prices than any other house. We  
save you \$10 to \$25 middlemen's profit on every bicycle. Highest grade models with  
Puncture-Proof tires, imported roller chains, pedals, etc., at prices no higher than cheap  
mail order bicycles also reliable medium grade models at unheard of low prices.

**RIDER AGENTS WANTED** In each town and district to ride and exhibit a sample  
1912 "Ranger" Bicycle furnished by us. You will be  
astonished at the wonderfully low prices and the liberal propositions and special offer we will  
give on the first one sample going to your town. Write at once for our special offer.

**DO NOT BUY A BICYCLE OR A PAIR OF TIRES FROM ANYONE AT ANY PRICE UNTIL YOU RECEIVE OUR CATALOGUE**  
and learn our low prices and liberal terms. **BICYCLE DEALERS**, you can sell our bicycles under  
your own name plate at double our prices. Orders filled the day received.

**SECOND HAND BICYCLES**—a limited number taken in trade by our Chicago retail stores will  
be closed out at once, at \$3 to \$5 each. Descriptive bargain list mailed free.

**TIRES, COASTER BRAKE** and everything in the bicycle line at half usual prices.  
DO NOT WAIT but write today for our Large Catalogue beautifully illustrated and containing a great fund of  
interesting matter and useful information. It only costs a postal to get everything. Write it now.

**MEAD CYCLE CO. Dept. B-174 CHICAGO, ILL.**



Says Hortense to her mother, "Oh, fudge!  
Now please do not ask me to budge.  
To work I refuse  
Until I peruse  
This swell Easter number of JUDGE."

## The Easter Number of Judge

April 6, 1912,

will be some number. Of course hats, eggs, rabbits, Easter parades and all the things that go with the occasion will be the subjects of some of the pictures, jokes and stories, but there will be dozens of other features—new and superlatively good ones.

Roy McCardell—you know him—has a rippingly funny story, splendidly illustrated by Petersen. Carolyn Wells, Ellis Parker Butler, Berton Braley and many other of your old friends will be found at their very best, while from the art standpoint there will be little left to be desired. There will be two full-page colored pictures, splendid for framing.

WHATEVER YOU DO OR DON'T DO, LET THE EASTER NUMBER OF JUDGE COME IN AND BRIGHTEN YOU UP AFTER THE SOBER DAYS OF LENT.

At your newsdealer's for 10 cents per copy, or at your door every week during the year for \$5.00. Three months' trial for \$1.25.

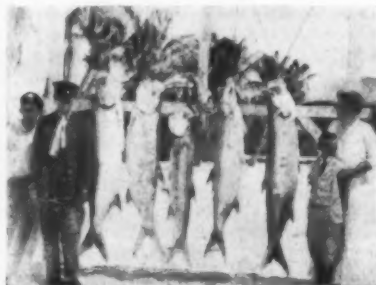
**JUDGE**

225 FIFTH AVENUE  
NEW YORK CITY

In answering advertisements please mention "Leslie's Weekly"

## The Sportsman's Big Fishing Paradise

Some of the Season's notable catches at Long Key Fishing Camp, Florida, on the Florida East Coast Railroad, now becoming famous the world round



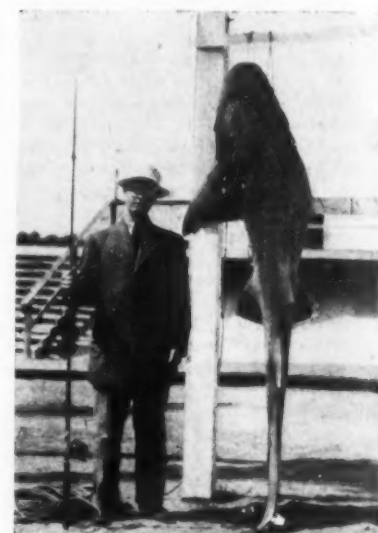
**Champion Woman Tarpon Fisher.**  
Mrs. Gilbert Hoxie of Chicago, with her fine display of finny trophies.



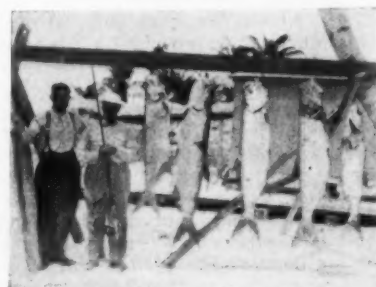
**Baby Tarpons.**  
The first catch of the 1912 season.



**With Rod and Reel.**  
Tarpon, weighing 134 pounds, 61.2 feet long, caught by F. S. Arguimbau of New York.



**Fate of a Shark.**  
Caught with rod and reel by William Purdy Shannon, of Bayshore, L. I. It weighed 353 pounds.



**A Three-Hours' Catch.**  
These were taken by L. Schutt and Captain Brooks, the smallest fish weighing 73 pounds, the largest 102 pounds.



**A Unique Catch.**  
Twin tarpon, 75 pounds each, taken by Eugene S. Kimball of Chicago.



**Curious Sail Fish.**  
Caught by F. W. Meister, New York. It was 61.2 feet long.



**A 175-Pound Jewfish.**  
Caught on rod and reel by Thomas Stinson, Philadelphia.

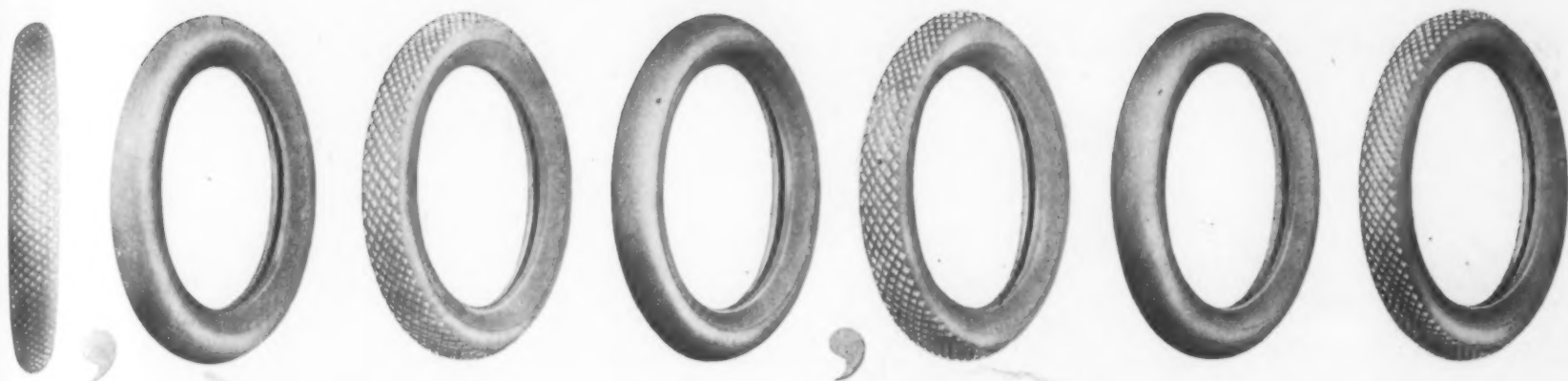


**Breaking Camp.**  
After a good day's hunt for wild turkeys and deer.



**Part of a Day's Catch.**  
A 500 pounds take by R. B. Holmes and Joe Livingston of Bath, N. Y.





## No-Rim-Cut Tires—10% Oversize Touch the Million Mark

This month we celebrate. A million Goodyear Auto Tires have now gone into use.

Over half that million have been sold within the past 12 months. Yet this is our 13th year.

Think what that means. More sold in this last year alone than in 12 years put together.

Just because No-Rim-Cut tires—our patented type—suddenly became the sensation.

A few men proved them out. Then thousands proved them—then tens of thousands more.

Now a million tires. Now a trebled demand over last year. Now a larger sale than any other tire commands.

All this occurs after these tires have been tested on some 200,000 cars.

### The Reign of the New-Type Tire

Now comes the reign of a new-type tire—a tire that cuts tire bills in two.

A tire that can't rim-cut—an oversize tire, to save the blowouts due to overloading.

A hookless tire—one that needs no tire bolts, nor hooking to the rim.

And a tire which embodies the final results of our 13 years spent in perfecting tires.

All these features combined in a tire which costs no more than other standard tires.

That will explain this overwhelming demand for Goodyear No-Rim-Cut tires.

you motorists are sometime bound to adopt them.

These same tires—No-Rim-Cut tires—are made 10% oversize. The hookless base permits that.

That means 10% more air—10% greater carrying capacity—without any extra cost.

It means support for your extras, and for passengers who overweigh. It reduces the danger of blow-outs.

That 10% oversize, under average conditions, adds 25% to the tire mileage.

All those advantages at the price of tires which lack them. How long will any man cling, in your estimation, to old-type, skimpy tires?

#### The Secret

The secret of this new-type tire lies in three flat bands of 126 braided wires.

These braided wires are vulcanized into the tire base. Thus the tire base is made unstretchable.

This tire needs no beads to hook into the rim flange, because nothing can force the tire over the flange.

But, unlock the flange and the tire slips off like any quick-detachable tire. It slips off much easier, because no beads can get "frozen" into the rim flange.

With this hookless tire, your removable rim flanges are slipped to the opposite sides. Then they curve outward instead of inward.

Instead of a curved flange digging into the tire there is a rounded edge on which the tire rests if deflated.

There is no changing of rims if your rims are standard. Nearly all rims are now made to fit these tires.

#### We Control It

This braided wire feature forms the only way to make a practical tire of this type. The reasons are explained in our Tire Book.

Competition, of course, has forced other makers to attempt this hookless tire. But the essential feature is controlled by our patents. And substitute features have proved unsatisfactory. Many have been abandoned.

This new-type tire, if you want it right, means the Goodyear No-Rim-Cut tire. That is why the demand, in a flood-like way, has centered on this tire.

Get the proved-out tire when you get this type. Get the tire which outsells all the rest after a million have gone into use.

Our 1912 Tire Book—based on 13 years spent in tire-making—is filled with facts you should know. Ask us to mail it to you.

#### Old-Type Tires Must Go

Old-type tires—clinker tires—rim-cut when partly deflated. When they run flat, because of a puncture, a minute's time may wreck them.

Statistics show that 23% of all ruined clinker tires have been rim-cut.

Now comes a type which makes rim-cutting impossible. And all of

**GOODYEAR**  
No-Rim-Cut Tires  
With or Without Non-Skid Treads

THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO

Branches and Agencies in 103 Principal Cities

Main Canadian Office, Toronto, Ont.

We Make All Kinds of Rubber Tires, Tire Accessories and Repair Outfits

Canadian Factory, Bowmanville, Ont.



**EXACTNESS  
In Little Duties**

**Is a Wonderful Source  
Of Cheerfulness**

Be exact in little duties  
Be exact when you order  
flour — say plainly,  
“Send me a sack of  
**GOLD MEDAL FLOUR**”

Its presence in the home  
will prove a wonderful  
source of cheerfulness

Over 40 million pack-  
ages helped to make  
homes more cheerful and  
kitchens brighter last year

**WASHBURN-CROSBY CO'S  
GOLD MEDAL FLOUR**

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Washburn-Crosby Co., Largest Millers in the World. General Offices: Minneapolis, Minn.

